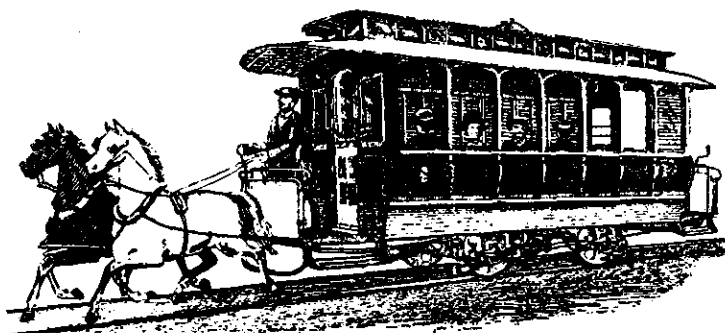


THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

VOLUME 5

JANUARY, 1951

NUMBER 1

Inasmuch as we have not yet acquired the mimeograph machine, and there is no urgent material for publication not already included in this issue, it is necessary to have, once more, one of our modest eight-page issues. This situation shall soon be remedied, however. Members may rest assured of that.

Members of the American Vecturist Association should have mailed in their \$2.00 dues to Mr. Kimmons (521 East Live Oak St. - Austin 4, Texas) by now. If you have not yet done so, please don't wait any longer. Certainly you don't want to miss any copies of The Fare Box. In this vein, I might add that members of the Seattle Transportation Token Club should also mail in their dues for 1951, to the regular address 609 Peoples Bldg., Seattle 1, Washington.

Last year was a pretty good year for most of us. Even those collectors with over 3,000 varieties managed to add several hundred new ones--and new ones are generally pretty good ones when you have more than three thousand U.S. The breaking up of several big collectors' collections helped, of course, to distribute good tokens over the nation. Auction prices climbed from being moderately high at the beginning of the year to being extremely high at its close. The year was remarkable for the large number of new issues brought out by bus companies, and also for the large number of ancient rare tokens uncovered through the diligence of those of us who like to dig into old records. Nineteen fifty saw many more new and younger collectors join--or attempt to join in the case of those under 18--our organization, and it saw many, many more want-lists going through the mails. While some of these want lists regrettably were incomplete (i.e., did not list rarer tokens) they nevertheless represented a step forward on the part of our members. The Fare Box had its biggest year, there being 108 pages for 1950, as compared with 90 for 1949, and 98 for all of the 18 issues put out by Mr. Moore from July 1947 to Dec 1948.

Let's hope that this year, 1951, will be even better in every way for all of us than was 1950. I think it will be. The A.V.A. has plans for 1951 which make your membership far more valuable than it has been heretofore.

Twice in a row I have forgotten to run an ad submitted by my good friend, Dr. Elmer Nelson of 4516 Tuckerman St., Riverdale, Md. Dr. Nelson wants to swap duplicates, 50 or 100 different, for 50 or 100 different. Why not try this and send a batch of your dupes to Dr. Nelson for a like number of his?

I notice a number of collectors do not list, on their want-lists, the rare tokens along with the cheap ones. This seems rather foolish, unless these collectors actually don't want the rare ones. When you send out a want-list, send out a complete one. While chances are slim, you will occasionally get rare tokens if you list them. But if you don't list them, you will never have good tokens sent you.

WANT TO BUY - Tokens I need. Send me tokens on approval basis or your dupe.
list. I'll answer all letters promptly. For trade - Conn 35 A, 550 A, 560 A E.
Morton Dawson - 146 Loomis Drive - West Hartford, Conn.
WILL PAY from 5¢ to 15¢ for new issues and many commons I've missed. Jot down
on card any you have - I'll return card with my offers. Want-lists invited.
Donald B. Johns - 1111 Boylston Avenue - Seattle 1, Wash.
WANTED TO BUY for my collection the following Canadian tokens - Alberta 800 A,
British Columbia 600 A,B,C; 900 A,E; New Brunswick 300 A; Unidentified Canadian
1,2,3,4,5; Nova Scotia 850 D,E,F,G; Ontario 180 B, 245 A,B; 630 A; 645 A,B; 860 A;
730 B; 830 B; 875 A,B; 960 A; Quebec 345 D; 620 O; 685 A; 745 C. I have very fine
duplicate of rare token of Manitoba 900 A to offer at \$1.50.
J. D. Ferguson - Box 180 - Rock Island, Quebec
HAVE 300 dupe. tokens to trade for Newfoundland coins or other foreign. Also tax
tokens, etc., to trade.
John Metz - 1033 Seminary Avenue - St. Paul 4, Minn.
HAVE INDIANA 280 A in very fine condition to trade, or will sell to highest bidder.
Ivan B. Cline - 1117 West Virginia St. - Evansville 10, Indiana
A few duplicates for sale for cash: Mich 65 B \$1.50; Md 60 B \$1.50; Okla 610 A
\$1; 610 B 25¢; Ill 305 A \$1.25; Ohio 440 C 50¢; Calif 100 B 50¢; Wisc 500 B 50¢;
500 D 50¢; Va 620 D 50¢; Va 620 B 15¢; NY 945 F 25¢; Va 720 B 50¢; 720 C 25¢; Va
20 K 15¢; Pa 840 D 25¢; Pa 135 A 15¢; Mo 910 K 25¢; ND 320 B 25¢; 320 C 25¢; Ky 10
J 25¢; Tenn 600 F 20¢; NY 420 A 20¢; Pa 65 J 20¢; NY 980 A 15¢; D.C. 500 H I K L W
25¢ each; DC 500 N 65¢. Postage extra under 50¢; first come, first served.
J. M. Coffee, Jr. - P.O. Box 334 - New Haven 2, Conn.

NOW IT CAN BE TOLD
By Paul Fouts

About 6 months ago the writer told Roland Atwood about a token that was to be released at some future date. It was designated as Wash 690 C (Port Townsend). The owners of the Townsend Transit Co. were holding them in the original sack just as they came from the manufacturer. The company told the writer that these good looking tokens would be held for some particular purpose in the future. They also asked that no publicity be given until some use for them be found. This confidence has been observed with the exception of Atwood as above mentioned. This new token is silver plated nickel, 23mm. Otherwise they are the same as the recent bronze issue of the same company.

The time has come when the story can be told, thanks to the Korean War. The present war activity has brought to life old Fort Worden with thousands of soldiers coming and going all the time. The fort is practically within the city limits of Port Townsend and was built during the Spanish American War. To introduce these new soldiers to riding the local bus, each new arrival is given, free of charge, two of these special tokens. As they are used and come through the fare box they are retired by the company and forever after the soldier has to use the regular tokens like everyone else. Like all struggling bus lines, ways and means have to be found to induce people to ride the buses. This delightful little device found use for the sack full of tokens that had been waiting for their day of destiny. The scheme has not been in use long enough for the company to draw final conclusions but they know the soldiers are at least taking the free rides for the tokens are coming in almost as fast as they are going out.

The regular fare has been raised to 20¢ from the 15¢ fare of last year. These new tokens are not for sale by the company and cannot be obtained by the public even in Port Townsend. By a happy combination of circumstances the writer was able to obtain a few of these soldier tokens. While they last any collector may have one by sending 25¢ and a self-addressed envelope to Paul Fouts, c/o Seattle Transp. Token Club, 609 Peoples Bldg., Seattle 1, Washington.

THE LANSINGBURG - TROY BRIDGES
By Colonel Sydney E. Hammersley

Waterford, Lansingburg, and Troy, grew out of the visit of Henry Hudson's vessel the Halfmoon to Albany in 1609, Waterford originally bearing the name of his ship "Halfmoon" whose small boat could go no farther north due to low water.

This was also the domain of the Mahican and Mohawk Indian tribes who fought in 1628 for the white man's goods out of Fort Orange (Albany). The Mahicans were defeated and moved toward New England. It also became the domain of the absentee landlord Killiaen Van Rensselaer who owned almost a million acres of land he had never seen and out of which grew a land war among the colonists and state authorities because the land was endlessly rented and never sold.

Lansingburg and Troy are adjacent and lie on the east shore of the Hudson River, a pre-glacial stream, many millions of years old. They are situated directly opposite the great delta of the Mohawk River which empties into the Hudson in three streams or sprouts as called by the Dutch. This delta was formed during the glacial era. Before this period the Mohawk preceeded the St. Lawrence and drained that great tract of land west of the Adirondack Mountains to Canada. The Mohawk then emptied into the Hudson River at Albany. Its great water flow being impeded by a glacial ice body in the Hudson, the Mohawk overflowed its banks for many miles upstream. It then formed the famous Cohoes Falls and eleven or more islands in the delta of the Mohawk.

Strange to say, the traffic to Montreal and the north refused to follow the Lansingburg and Troy side of the Hudson which was not impeded by numerous streams, islands and the like. It chose the Albany or west side of the Hudson, with all these natural obstructions. This made it necessary for Lansingburg, originally called New City to distinguish it from the Old City of Albany, together with Troy (originally called Vanderheyden's or Ashley's Ferry) finally to erect four bridges to get across and into the life stream of traffic to the North.

The whole area including Albany and both sides of the Hudson and Mohawk Rivers strongly shows the Dutch influence and their thrift. Among these primal settlers was a Herman Knickerbacker out of Albany who settled on the Hoosick River a tributary of the Hudson in 1707, and whose Dutch mansion is still standing. Out of these sturdy men of thrifty vision came descendants who knew rivers had to be crossed and bridges were the best means to use. They built and controlled these four bridges. Others who had vast loads to move, like poor Phillip Schuyler worrying about feeding the newly captured Fort Ticonderoga, had to stick to the Shalloon River and battoes, loading and reloading from wagon to boat a dozen or more times to reach Ticonderoga. The Knickerbackers became a power in and about Troy which had changed to this classic name in 1789.

Lansingburg, named after Abraham Jacob Lansingh on a deed from Van Rensselaer in 1769, is strung out on the Hudson for over a mile in length, and was first expected to be the main Troy area settlement on the Hudson. Lansingburg touches Troy on the latter's northern extremity and is now, in 1950, a part of Troy.

Then having low Hudson River water unlike Troy proper, which had tides altho' 147 miles from the ocean, Lansingburg finally was drawn into Troy's orbit. (A dam built about 1825 furnishes canal navigation at Troy.) The first toll bridge (the Union Bridge) connecting the Lansingburg - Troy section was the old covered bridge erected in 1804 and burned in 1909. It left Lansingburg at its northern extremity and connected with Waterford. Another bridge, the Cohoes & Lansingburg Bridge, connected with another island leading to the city of Cohoes. This burned in 1920 and has been rebuilt as a free bridge.

About two miles to the south of the Lansingburg-Cohoes bridge is still another crossing built to accomodate railroad traffic. This is, or was, a toll bridge and may or may not have been in the Knickerbacker orbit. No tokens found yet for this bridge.

About one half mile south of the latter bridge is the modern free Congress Bridge about which a great public fuss was made some years ago when attempting to free it from toll charges. The original was a Knickerbacker bridge (the Troy & West Troy Bridge) as were the Union and Lansingburg bridges. This bridge connects with Watervliet, where the great Army Cannon Plant is located. Watervliet was formerly called West Troy and tokens have been found for the original bridge.

The Knickerbackers who were shrewd business men followed the law of the land in their bridge river crossing. Every public attempt made to declare the bridges free from toll was eventually defeated and purchase by the municipality finally took place.

DULUTH CELLS AND HORSECARS

By Quincy A. Laflin

August 2nd my wife Isabel said to me "Let's go to Duluth and visit my old girl friend." I said OK and off we went. Upon our arrival there and a lot of unnecessary traveling (we forgot the address) we located my wife's friend. It just so happened they lived 2 blocks from the Duluth Transit Co., so I strolled down and inquired around. After several formalities I wound up talking to the President and his secretary. Both hunted through the safe and all spots likely to hold some of the old tokens from there to no avail. I left my name and came back to Minneapolis. November 24 I received a letter from the Secretary (who has retired now) that they located the loot I was after under some stuff in the safe. They listed all that was in the batch which included the green cell, orange cell, and horsecar from Duluth. To my surprise there were also several Minneapolis and St. Paul horsecars. These tokens were their foreigners I presume. I certainly lost no time in sending them a check to cover them all which arrived safely through the mail and are now in the hands of collectors all over the U.S. It is quite unusual to locate, let alone secure, such a nice lot of tokens--56 in all, and of that calibre. I also discovered 2 die varieties of Minn 540 G therein. The excitement and honor of obtaining these tokens and being able to help my friends goes to my wife who instigated the trip and who gets as great a thrill as I do over some old and desirable tokens for the collection.

THE PHILADELPHIA AND CAMDEN FERRY COMPANY

By Ralph W. Winant

On December 14, 1950, the Philadelphia & Camden Ferry Company applied to the Interstate Commerce Commission to discontinue service. This ferry company has operated on the Delaware River between Philadelphia and Camden since March 15, 1836, when it began with old sidewheel boats. Due to the Philadelphia-Camden Bridge, high speed electric line, trains, and intercity buses, the ferry company reached a deficit of \$172,000 for the first half of 1950. This will mean that three more tokens change over into the obsolete column.

Mr. Walter W. Underwood wishes to thank all collectors for the get well & Christmas cards they sent--and there were many. Some that arrived while he was in the hospital were lost or thrown out inadvertently.

Mr. Charles Houser reports that the LVT tokens of Allentown, Pa., became obsolete September 17, 1950. Also the Jeff Motor Coach Lines tokens of Jeffersonville, Indiana, became obsolete November 1, 1950. The line has been taken over by the Leppert Bus Lines of Columbus, Indiana.

Supplement to the National Check & Premium List

By Roland C. Atwood

ILLINOIS

Chicago 150 (reported by Kenneth Smith)
U o B 29 Pc I. C. R.R. Pass (incuse letters) \$2.00
(blank)

IOWA

Iowa City 480 (reported by Charles Houser)
C Bz 16 I Iowa City Coach Co. .10
Good For One Fare

MICHIGAN

Grand Rapids 370 (reported by R. K. Moulton)
L B 16 G Grand Rapids Motor Coach Company .10
Good For One City Fare
Kalamazoo 530 (reported by William E. Eisenberg)
L WM 23 Bar Kalamazoo City Lines, Inc. (bus) .10
Good For One Fare (bus)

MINNESOTA

Crystal Village 210 (reported by Floyd O. Barnett)
A WM 23 Bar North Hennepin Transit Co. (bus) .25
Good For One Fare (bus)
B WM 16 Bar North Hennepin Transit Co. (bus) .20
Good For One Fare (bus)
Minneapolis 540 (R.C.A.)
W o Co 21 Sd Minneapolis Street Railway Co. 3.00
One Fare

NEW JERSEY

Camden 115
F WM 22 Ball Delaware River Bridge Line PTC .10
Philadelphia Camden Bridge Token

NEW MEXICO

Taos 900 (Reported by Floyd O. Barnett)
A o B 22 Sd Taos Pueblo Bus Line 1.00
Good For Round Trip 35¢

NEW YORK

Cohoes 140 (reported by J. M. Coffee, Jr.)
C o Ve 22 Sd Cohoes & L.B. Co. Commutation 3.50
Pass One Foot Passenger 2c.

NORTH DAKOTA

Fargo 260 (R.C.A.)
H o A 21 Sd F. & M. St. Ry. Co. (i.e., Fargo & Moorhead) 1.00
Pass

OHIO

Cleveland 175 (reported by Chris J. Cook)
S o WM 16 Ball Cleveland Railway Company CRCo .25
Transfer Exchange

PENNSYLVANIA

Johnstown 495 (reported by Chris J. Cook)
R o B 29 Pc Johnstown Pass. Ry. Co. 5 (incuse letters) 1.00
(blank)

UNIDENTIFIED (reported by R. K. Moulton)

WM 16 Ball Newburg Bus Lines, Inc. N .10
Good For One Fare N

CORRECTIONS

Iowa 740 F should be Diamond in center, not bar; England 340 L should be 1d., not 1½d. Wash 960 C is WM (brass plated); Delete Mich/530 K; change Minn 230 D from solid to Ch; Indiana 570-E is brass, silver-plated; Kansas 40 D comes with and without diamonds on reverse (2 varieties); Ky 10 L comes in plain and plated steel.

INTRODUCING MISS JAN SKENA ANDERSON

I was born in Los Angeles, California, May 17, 1926, of Danish parentage. I went to schools in Los Angeles and graduated from John C. Fremont High School. I then attended the University of Southern California receiving my Bachelor of Music degree in 1946. I will receive my Masters degree from the same institution in June 1951.

I am a teacher of instrumental music in the Corona City Schools, Corona, California. I have taught school for five years and have worked in an office at the University of Southern California.

I began collecting tokens when I lived in Los Angeles about 10 years ago. I received a 'foreign' San Diego token on a streetcar in Los Angeles. I save it, and subsequently received others. During the War the service men coming into Los Angeles provided many other 'foreigners'. In 1946 I moved with my parents to Riverside to teach school here. My collection now numbers about 2,000 to 2,500, both foreign and domestic. I am a member of the Order of the Eastern Star and the White Shrine of Jerusalem, also the A.V.A., Seattle Transportation Token Club, California School Band and Orchestra Association, Music Educators National Conference, National Education Association, and the California Teachers Association. I am also a member of the San Bernardino Civic Symphony Orchestra.

My most interesting tokens were obtained from friends in Denmark. Some are square, some rectangular, and one octagonal in shape.

Many people take my name to be of masculine gender and much confusion has resulted from this mistaken idea. I am not married.

THE HEILMAN BUS LINE OF FORD CITY, PA.

The Editor recently wrote this bus line asking information about the company and tokens. Mr. Heilman's reply, reproduced verbatim below, is of interest.

"Sorry I am late but the large snow that fell on Nov. 24 caused my garage to fall and it came down on 3 of my buses and I have had a hard time getting them out and maintaining a schedule.

"I was able to run the entire time of the deep snow although no other company could get through (Penn Transit or Harmony Short Line). Out of appreciation the people on my route gave me as a Christmas gift the sum of one hundred ten (\$110) dollars and also my one driver a sum of forty (\$40) dollars plus various other gifts valued at more than one hundred dollars.

"I have only one route of 5 miles round trip between Ford City, Ford Cliff, and Pattonville. The fare is only one zone."

The Editor of The Fare Box has several of these tokens which he will be glad to send to readers for 10¢ each and a stamped, self-addressed envelope.

Check List of Foreign Transportation Tokens (page 27)

By Roland C. Atwood

ENGLAND

LONDON 470 (continued)

AD o C-blue	22 Sd	London County Council 1889 Tramways Department 1d.	\$0.20
AE o C-dk.blue	22 Sd	London County Council 1889 Tramways Department 1d.	.20
AF o C-purple	22 Sd	London County Council 1889 Tramways Department 1d.	.20
AG o C-lt.green	22 Sd	London County Council 1889 Tramways Department 1d.	.20
AH o C-yellow	22 Sd	London County Council 1889 Tramways Department 1d.	.20
AI o V-red	22 Sd	London County Council 1889 Tramways Department 1d.	.20
AJ o C-maroon	22 Sd	London County Council 1889 Tramways Department 1d.	.20
AK o C-red	22 Sd	London County Council 1889 Tramways Department 1d.	.20
AL o C-lt.red	22 Sd	London County Council 1889 Tramways Department 1d.	.20
AM o C-white	22 Sd	London County Council 1889 Tramways Department 1d.	.20
AN o C-brown	22 Sd	London County Council 1889 Tramways Department 2d.	.20
AO o F-lt.gray	22 Sd	London County Council 1889 Tramways Department 1d.	.20
AP o C-lt.blue	22 Sd	London County Council 1889 Tramways Department 1d.	.20
AQ o C-maroon	22 Pc	London County Council 1889 Tramways Department 2d.	.20
AR o C-yellow	21 Sd	London County Council 1889 Tramways Department 1d.	.20
AS o Brass	33 Pc	For The Kings Private Roads G R (crown) in monogram	5.00
AT o Bronze	30 Pc	The Kings Private Roads 1731 RA G R (crown)	5.00
AU o Bronze	0v Sd	The Kings Private Roads 1737 RA G R (crown)	5.00
AV o Lead	33 Sd	"March of Intellect" Omnibus Economy	1.00

LYTHAM ST. ANNES 480

A o C-white	22 Sd	Lytham St. Annes Borough Tramways (arms) 1d. (hollow type)	.20
B o C-blue	22 Sd	Lytham St. Annes Borough Tramways (arms) 1d. (hollow type)	.20
C o C-red	22 Sd	Lytham St. Annes borough Tramways (arms) 2d. (hollow type)	.20
D o C-yellow grn	22 Sd	Lytham St. Annes Borough Tramways (arms) 3d. (hollow type)	.20
E o V-dk.green	22 Sd	Lytham St. Annes Borough Tramways (arms) 4d. (hollow type)	.20
F o C-blue	22 Sd	Lytham St. Annes Borough Tramways (arms) 1d.	.20
G o C-lemon	22 Sd	Lytham St. Annes Borough Tramways (arms) 3d. (hollow type)	.20

MAIDSTONE 490

(page 28)

A o C-white	Ov Sd	Maidstone Corporation Tramways No.- Workman's Pass Name:- Not Transferable Available Only During the Specified Hours. See Tickets (blank)	\$1.00
B o Brass	Ov Sd	(obverse & reverse same as for A)	1.00
C o C-cream	Ov Sd	(obverse & reverse same as for A)(red bar)	1.00
D o C-cream	Ov Sd	(obverse & reverse same as for A)(2 red bars)	1.00
E o C-white	Ov Sd	(obverse & reverse same as for A)(black bar)	1.00
F o C-white	Ov Sd	(obverse & reverse same as for A)(2 brown bars)	1.00
G o Aluminum	38 Sd	Maidstone Corporation Tramways No- Workman's Pass Not Transferable Available Only During Specified Hours (Manufacturer's name)	1.00
H o Aluminum	38 Sd	(obverse same as G, reverse blank)	1.00
I o Aluminum	38 Sd	Maidstone Corporation Transport Department No- Workman's Pass Not Transferable Available Only During Specified Hours (blank)	1.00
J o Brass	38 Sd	Maidstone Corporation Transport Department No- Workwoman's Pass Not Transferable Available Only During Specified Hours (Manufacturer's name)	1.00
K o Brass	38 Sd	Maidstone Corporation Tramways No- Workwoman's Pass Not Transferable Available Only During Specified Hours (blank)	1.00
L o C-white	Ov Sd	(obverse and reverse as for C)	1.00

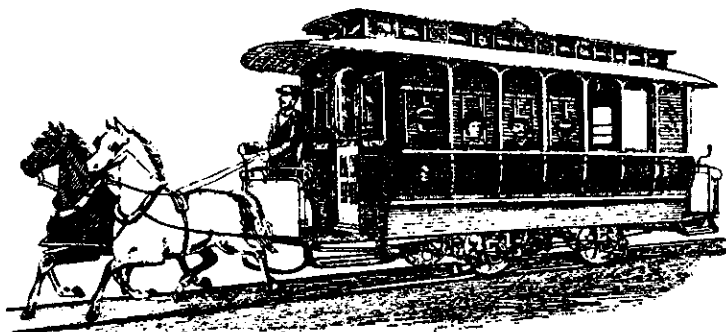
MANCHESTER 500

A o Brass	Oc Sd	John Greenwood Manchester 2d. Omnibus outside	1.00
B o Nickel	Ov Sd	John Greenwood Manchester 3d. Omnibus inside	1.00
C o Brass	Oc Sd	Manchester Carriage Company Limited 2	1.00
D o Brass	Ov Sd	Manchester Carriage Company Limited 3	1.00
E o Brass	Ov Sd	Manchester Carriage Company Limited I R (counterstamped)	1.00
F o Nickel	Ov Sd	James Standring Manchester Omnibus inside	1.00
G o Brass	23 Sd	James Standring Manchester Omnibus inside	1.00
H o Brass	Ov Sd	Stretford Omnibus Company Limited 2d. (blank)	1.00
I o Brass	Ov Sd	Stretford Omnibus Company Limited 3d. (blank)	1.00
J o Brass	Ov Sd	Stretford Omnibus Company Limited 4d. (blank)	1.00
K o Brass	Ob Sd	Manchester Carriage & Tramways Company School Token 3d.	1.00
L o Brass	Oc Sd	Manchester Carriage & Tramways Company 2	1.00
M o Brass	27 Sd	Manchester & Salford Equesy. Ld. 5d. (same as obverse)	1.00
N o C-white	22 Sd	M.P. (police) 1d.	.50
O o C-olive	22 Sd	Manchester Corporation Tramways (arms) Employees Token 2d.	.20
P o C-white	22 Sd	Manchester Corporation Tramways (arms) Employees Token 1d.	.20

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J. M. Coffee, Jr.
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VOLUME 5

FEBRUARY, 1951

NUMBER 2

We have received additional donations toward purchase of an electric mimeograph machine from the following members, and for their generosity we are exceedingly grateful:

Dr. M. W. Emrick
August J. Nilson
Don T. Thrall

John M. Mackie, Jr.
Albert P. Webster

In addition, some members who had previously mailed in contributions sent in second donations. We are now about \$125 short of our goal. Mr. Schwartz reports that all persons who contributed \$5.00 or more have been sent a complimentary copy of The Check List. Any who have not received their copy, but who have donated \$5 or more, should contact Mr. Schwartz at 147 West 42nd Street, New York 18, N.Y.

The Editor of The Fare Box has submitted for approval of the Executive Board of the American Vecturist Association a Constitutional Amendment which would allow persons under 18 years of age to become members of the A.V.A. Such junior members would pay the same dues as regular members, and would have all privileges of membership except voting. It has always seemed rather foolish to me that we should deprive the youngsters of the benefits of our Association and thus disillusion them at the onset. Members are invited to write me their views on this subject.

This will be the last issue of The Fare Box you will receive unless you send your dues in to Mr. Kimmons, our secretary, at 521 East Live Oak St. - Austin 4, Texas. In order to continue membership in good standing, dues must be paid by March 1. In either the March or April issues we shall run a roster of members for the year 1951.

Mr. Kenneth Smith, of Los Angeles (at the moment), reports to us that he is going to bring out a catalogue of the transportation tokens of Sweden. Details are not yet on hand. Mr. Smith has quite a collection of fare tokens: 6,605 varieties consisting heavily of foreign. He has British and Swedish nearly complete.

We visited Nanticoke, Pennsylvania, two weeks ago. Talked to an old timer who well remembered the old horsecars and the old bridge, but he couldn't remember any tokens at all. While present bus company in Nanticoke is called Peoples Street Railway Company, there is good reason to believe the token listed as Pa 690 A is actually from Scranton. There is a Hyde Park just outside Scranton, but none near Nanticoke. Further investigation may bring this to light. Our trip was quite an experience, even if no tokens came out of it: we went all through a coal mine, 700 feet deep.

NEW MEMBERS OF THE AMERICAN VECTURIST ASSOCIATION

110. Midwest Transportation Token & Ticket Club (Chapter No. 1)
Robert M. Butler, Secretary - 731 E. 26th St. - Minneapolis 4, Minnesota
111. William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa.
112. Frank G. Payne - P.O. Box 655 - Roanoke 4, Va.
113. Gladys I. Kurth - 4520 41st Avenue South - Minneapolis 6, Minn.
114. William L. Carr - 2648 Pelton Ave. - Akron 14, Ohio
115. Raymond McIntyre - 416 Harmon Avenue - Danville, Illinois
116. John G. Nicolosi - 5646 Fountain Avenue - Hollywood 28, Calif.

CHANGE OF ADDRESS

Arthur D. Jordan, Jr. - 785 Work Drive - Akron 20, Ohio
C. G. Brisee, Jr. - 86 Myrtle Avenue - Albany, N.Y.

THE AUBURN, WASH., TOKENS
By Hal J. Daggett

In a conversation with M. G. Wilson who was the owner and operator of the Auburn Bus System during the time the tokens were used, it was disclosed that he disposed of his entire token supply by burying them. While most present collectors seem to have this token, it is interesting to note that Auburn is a small town of 3200 people and that the tokens were not issued in great quantity. Mr. Wilson no longer is interested in the bus system, being presently engaged in the automobile business. When asked if he had just one token for the writer, he stated he did not have even one in his possession.

There is a new token from Lawton, Okla., bz 16 Bar used between Lawton and Fort Sill. Fare between the two places is 2 tokens, which sell for 2 for 15¢... Austin Transit no longer uses tokens, being on 10¢ straight basis as of January 26 ...Fort Scott, Kans., no longer uses tokens; they quit using them January 15, says Mr. Nicolosi...Nicolosi also write Kalispell, Mont., for tokens and his letter was returned marked "out of business"...collectors will notice some shiny new Ohio 175 R's around these days; these were just taken out of company's safe after 20 years because old supply was bought up by public in anticipation of fare increase; company is now owned by city of Shaker Heights...Ralph W. Winant reports * The White Cab Company, Herring Cove Transit, and Wacker Transportation Company have been purchased by the Northern Bus Co. and the tokens formerly used by these three companies have been disposed of; this transaction was previous to September 1950, exact date unknown; only 4 tokens now used in Alaska, 50 A,B; 400 A; 450 H...readers will find article on fare tokens in HOBBIES Magazine for February on page 134, information supplied by yours truly...there is no "bronze" Orange Street Bus token from New Haven; there are only shades of the brass one; likewise collectors should delete DC 500 E, which does not exist; likewise I doubt the existence of Va 720 H: the difference between bronze and copper often is largely imagination, though not always...

We have the following tokens for sale to interested parties. Please enclose a stamped, self-addressed envelope with your order and remittance. MINN 210 A and B at 50¢ for the pair. Oklahoma 590 D (Indianhead) at 15¢ each. Only a limited number of each. Address - Midwest Transportation Token and Ticket Club, Secretary R. M. Butler - 731 E. 26 Street - Minneapolis 4, Minn.
Special - Alaska 450 A D E J, and 900 B, for 80¢. For one dollar, I will include an extra 450 A and J.
Ralph W. Winant - 500 West Summit Avenue - Wilmington 131, Delaware

THE OLD SUSPICION BRIDGE AT WHEELING, WEST VIRGINIA

By Eroy L. Kimmons

It will be just 100 years on November 15, 1949, that the Suspension Bridge spanning the Ohio River from the business district of the City of Wheeling, W. Va., to the Island was officially opened. The Suspension Bridge, though the original cost of its building was close to a quarter of a million dollars and the building itself was one of the remarkable engineering accomplishments of the time had a significance in the history of Wheeling apart from its importance as an achievement of local enterprise. It was an active and no mean rival of Pittsburgh, and had promise of growth into one of the greatest cities of the Ohio Valley.

The Suspension Bridge as long as it stands deserves the regard which is paid to monumental enterprises. When first built the structure excited the admiration of all who beheld its remarkable length of span and beauty of proportion, and even now those acquainted with its history regard it with an interest and affection quite apart from its utility as compared with the many modern bridges that cross the Ohio. The bridge from tower to tower has a span of 1,010 feet, the only other one at the time it was built being shorter by ten feet. The history of securing the bridge a century ago is of interest.

In 1816 the legislature of Virginia and Ohio, by concurrent action, incorporated the Wheeling & Belmont Bridge Co. to build a bridge from the Virginia to the Ohio side of the river. In the meantime, in 1836, the old charter had been revived by both legislatures. The necessity of a bridge at this point had been repeatedly urged upon the attention of Congress as a national work. In 1838 government engineers reported a plan for a bridge to be suspended between two piers six hundred feet apart, but actual aid was never obtained from Congress in promoting this enterprise. In March, 1847, Virginia amended the charter so as to permit of the construction of a suspension instead of a pier bridge.

The original Board of the Wheeling & Belmont Bridge Co. was comprised of Archibald Woods, Noah Zane, Samuel Sprigg, Joseph Caldwell, John White, Moses Spepheard, Notley Hays, Benjamin Ruggles, George Paull, James Barnes, and Elijah Woods.

In 1847, a committee of the bridge company solicited subscriptions to the capital stock, and began the same year actual construction. Two of the leading engineers in the country competed in submitting plans for the structure, Charles Ellet, and John A. Roebling. The latter proposed two piers in stream with the spans between them not exceeding six hundred feet. His plan provided for a stronger construction, and from the modern viewpoint the simplest method. But the fear that any piers in stream would interfere with navigation and hence invalidate the whole enterprise was no doubt one of the chief reasons that caused the company to choose Mr. Ellet's bold plan of spanning the entire channel.

It required two years to complete the bridge. In October, 1849, the first vehicle was driven across from shore to shore, and a great crowd gathered from the city and surrounding towns to behold the ceremony of joining Virginia and Ohio. Flags were planted on the towers and Mr. Ellet drove in a carriage the full length, his arrival on the Ohio side being announced by the roar of a cannon.

On November 15, the formal opening date, a thousand oil lamps hung from the cables and furnished a display such as had never been witnessed over the Ohio River. The bridge company had used much foresight in planning their enterprise not only to serve the needs which had existed for years, but in providing for the future, over the period of a century.

It was on this bridge that W. Va. 890 C to J were used.

WILL SWAP my 100 diff. tokens for yours of same amount; write me that you are ready and I will tell you when we should both mail at same time. If you have less than 3,000 tokens I can help your collection grow, if you write me for a list of dunes.
Max W. Schwartz - 147 West 42nd Street - New York 18, N.Y.

Trade NY 890 C (perfect condition) for good horsecar token of equal value. Trade NY 630 M for Pa 405 A. Trade Ill 795 A for horsecar of equal value. Want to buy Conn 345 A for one dollar.

Morton Dawson - 146 Loomis Drive - West Hartford, Conn.

I wish to thank the members of the AVA for the many fine bids offered for the Elizabeth City tokens, and to congratulate Mr. Bill Black on being the lucky bidder. Charles R. Lamb - Long Beach, Wash.

For trade only, while they last, New Mexico 900 A (Taos brass 22 Sd - Taos Pueblo Bus Line / Good For Round Trip 35¢). Also Okla 640 A.

Floyd O. Barnett - 2731 Lyndale Avenue, So. - Minneapolis 8, Minn.

Still have a few of the now hard to get Mich 80 A, 225 D & E, at 50¢ each or trade for any that I need.

R. K. Moulton - 150 Michigan Avenue - Detroit 26, Michigan

FROM THE SECRETARY

To my Fellow Vecturists, Greetings. At this writing I have received remittance for 1951 dues from sixty-seven members; quite a number of our older members have overlooked their dues. I hope that those who have not remitted will not fail us.

I also want to make a report of the collections I have made toward the purchase of our mimeograph machine. I have collected a total of \$173.00. Our treasury donated \$50.00, making a grand total of \$223.00. (FB Editor's note: the machine we desire costs about \$350.00)

Seven new vecturists have just been approved for membership in A.V.A., and their names appear in this issue. I have one additional outstanding applicant, but at this writing I do not have his approval by the Executive Board yet. I have had several requests for membership, and am sure we will gain many new members this year. Isn't there someone in your home town that is a good prospect for membership? Send me his name and address; I'll do the rest.

I trust that each of you is adding a lot of nice ones. Your Secretary is now in the same boat as a lot of other vecturists. My source of helping new collectors on Texas items has been cut off: the City Council of Austin granted our transit company a fare increase to 10¢ straight, tokens now being a thing of the past. Your Secretary has set his goal at 368 items for 1951, sort of acting a hog, eh? And at this writing have added a total of 147 tokens.

I sincerely hope that each of you will not forget to send Mr. Coffee your biography and swamp him with the histories of old tokens, etc.

Faternally yours,

Eroy L. Kimmons
Secretary, American Vecturist Assn.

TOKEN COLLECTORS ADDRESS RAILWAY CLUB MEETING

Harry C. Bartley (AVA 46) and John Mackie (AVA 65) recently gave a talk on transportation tokens before the Pittsburgh Electric Railway Club. Bartley discussed his early days in collecting, the steps leading up to the present Atwood catalogue, and supplemented his talk with a display of Pennsylvania tokens. Mackie gave a resume of his experiences and touched on the various oddities, etc., of U.S. tokens with appropriate examples he had mounted and brought with him. The talks were greatly appreciated by the members of PERC.

Supplement to the National Check & Premium List

By Roland C. Atwood

FLORIDA

Daytona Beach 180 (reported by R. K. Moulton)
D WM 23 D City of Daytona Beach \$0.10
Good For One School Fare

GEORGIA

Savannah 780 (reported by B. H. Baake, Jr.)
H WM 16 St-sc Savannah Trans. Co. One Fare in Azalea Land .10
(Azalea)

ILLINOIS

Chicago 150 (reported by B. H. Baake, Jr.)
V WM 23 Sd Argonne National Laboratory .10
Good For One Fare (2 var - thick & thin)
Pana 665 (reported by Charles W. Houser)
B WM 23 Bar Southern Illinois Transit Lines, Inc. (bus) .10
Good For One Fare (bus)

IOWA

Sioux City 850 (R.C.A.)
V o Bz 23 S Sioux City Service Co. (very light bronze) .10
Good For One Fare (2 var - ornaments and no ornaments)

LOUISIANA

Lake Charles 490 (reported by E. L. Kimmons)
A Bz 16 Bar Lake Charles Transit Company (bus) .10
Good For One Fare (bus)

MISSOURI

Hannibal 370 (reported by Basil Brandon)
K B 16 Pc Hannibal Transportation Co. Full Fare .10
Mark Twain (bus of Mark Twain)

NEW YORK

New York 630 (reported by Max M. Schwartz)
RR o B Ov Pc New York American N.Y. Evening Journal 1.00
Bus Permit: Hearst Publications
Utica 905 (reported by William E. Eisenberg)
I WM 23 U Utica Transit Corporation .10
Good For One Fare

OHIO

Canton 125 (reported by Chris J. Cook)
N WM 23 Ball Canton City Lines, Inc. C .10
Good For One Fare C
O WM 23 Ball Canton City Lines, Inc. C .10
Good For One Fare C (copper-plated)

OKLAHOMA

Lawton 510 (reported by Chris J. Cook)
A Bz 16 Bar Lawton - Ft. Sill Bus Co. L .10
Good For One City Fare L

PENNSYLVANIA

Franklin 395 (reported by William C. Piper)
B o B Ov Sd Big Rock Bridge Co. 3.50
Good For Single Horse & Buggy

VIRGINIA

Norton 600 (reported by C. G. Jefferson)
L o A Oc Sd Tri-State Coach Corporation Norton, Va. (25mm.) .50
Good For Return Trip R.T. 25¢

UNIDENTIFIED (reported by Eroy L. Kimmons)
B 31 Sd U.S.V.A. Good For One Ride
(blank)(U.S. Veterans Administration)

CORRECTIONS

Change NC 380 C to 20mm. instead of 21mm. Change NY 360 A from Mitchell to Mitchell. Colo 440 E comes in zinc and SPZ. On Va 580 L, M, and N it should be Per., not Power. Ky 510 AY is Sq, not Oc; AZ is Oc, not Sq; reverse of AZ should be "From Louisville to Camp Taylor." England 110 I and J should be Oblong.

INTRODUCING MR. BASIL BRANDON

I was born in San Francisco February 11, 1881, and well remember the old horse cars and the inclined railway on telegraph Hill in the early '80s. (No tokens were in use as far as I have been able to find out.) At the age of 18 I started to collect stamps, coins, and curios. After the San Francisco earthquake in 1906 I traded my stamp collection for coins in which I was more interested. In 1914 I joined the Pacific Coast Numismatic Society, being Charter Member #6, and was its Secretary for several years. In 1935 my wife passed away and I disposed of my coin collection of 3800 specimens.

From this time until July 1947 my collector's interest was dormant. About this time I began saving the odd tokens which I procured from time to time from the Market Street and Muni Railways. One day I received a copy of The Fare Box and I got in touch with R. L. Moore who I found was a fellow member of the PCNS. I visited Mr. Moore and he suggested that I visit the Muni car barns which I did. In this way I got my really first start in collecting tokens. I have at the present time 4,150 U.S. and Foreign tokens arranged on cards 6 X 9 $\frac{1}{2}$ " enclosed in ring covers and have 18 of these books. I like this system of keeping tokens as they are thus accessible at a moment's notice for examination or display.

I shall be retired from the Postoffice Department at the end of February after over 41 years of active service and look forward to enjoying several years with this most interesting hobby.

PITTSBURGH DISTRICT TOKEN COLLECTORS MEET

By Harry C. Bartley

On Sunday afternoon, January 28, 1951, five token collectors from the Pittsburgh district met in Room 202 of the downtown Pittsburgh YMCA. Present were William and Corinne Black, Harry C. Bartley, John Mackie, and W. E. Eisenberg. Arrangements were made by Bartley and the room was secured through the courtesy of the Pittsburgh Electric Railway Club, of which Bartley and Mackie are officers. Attendance was held down by the weather, the day being one of the worst of the season to date but those who attended all agreed that it was a very good meeting. Quite a few tokens were sold or traded, different catalogue readings were added or revised and bits of information known previously by one or two were made accessible to all. It was definitely decided to continue holding such meetings and the next one was set for April, exact time and place depending upon ability to secure a meeting place. All members of AVA and others who are interested in tokens who would like to meet with us please contact Mrs. Corinne Black - 1409 Evans Street - McKeesport, Pa., or H. C. Bartley - 7012 Ohio River Blvd - Pittsburgh 2, Pa. Collectors within 50 miles of Pittsburgh are especially urged to attend our April meeting.

Check List of Foreign Transportation Tokens (page 29)

By Roland C. Atwood

ENGLAND

MANCHESTER 500 (continued)

Q o C-dk.blue	22 Sd	Manchester Corporation Tramways (arms)	\$0.20
		$\frac{1}{2}$ d.	
R o C-lt.blue	22 Sd	Manchester Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d.	
S o C-blue green	22 Sd	Manchester Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d.	
T o C-violet	22 Sd	Manchester Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d.	
U o C-lt.red	22 Sd	Manchester Corporation Tramways (arms)	.20
		1d.	
V o C-dk.red	22 Sd	Manchester Corporation Tramways (arms)	.20
		1d.	
W o C-lt.brown	22 Sd	Manchester Corporation Tramways (arms)	.20
		1d.	
X o C-blue	22 Sd	Manchester Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d.	
Y C-lt.maroon	22 Sd	Manchester Corporation Transport (arms)	.20
		1d.	
Z C-red	22 Sd	Manchester Corporation Transport (arms)	.20
		1d.	
AA C-lt.red	22 Sd	Manchester Corporation Transport (arms)	.20
		1d.	
AB C-violet	22 Sd	Manchester Corporation Transport (arms)	.20
		$\frac{1}{2}$ d.	
AC C-blue	22 Sd	Manchester Corporation Transport (arms)	.20
		$\frac{1}{2}$ d.	
AD C-dk.blue	22 Sd	Manchester Corporation Transport (arms)	.20
		$\frac{1}{2}$ d.	
AE C-v.dk.blue	22 Sd	Manchester Corporation Transport (arms)	.20
		$\frac{1}{2}$ d.	
AF C-carmine	22 Sd	Manchester Corporation Transport (arms)	.20
		1d.	
AG C-lt.violet	22 Sd	Manchester Corporation Transport (arms)	.20
		$\frac{1}{2}$ d.	
AH o Brass	Ov Sd	Stretford Omnibus Co. Ltd. 2d.	.50
		(blank)	
AI o Brass	Ov Sd	Stretford Omnibus Co. Ltd. 3d.	.50
		(blank)	
AJ o Brass	Ov Sd	Stretford Omnibus Co. Ltd. 4d.	.50
		(blank)	

MIDDLESBOROUGH 510

A o Brass	23 Ch	Middlesborough	1.20
		Ferry Token	
B o Brass	Sq Sd	Port Clarence	.20
		Ferry Token	
C C-white	22 Sd	County Borough of Middlesborough (arms)	.20
		1d. (2 var - narrow & wide 1)	
D C-red	22 Sd	County Borough of Middlesborough (arms)	.20
		$\frac{1}{2}$ d.	
E C-green	22 Sd	County Borough of Middlesborough (arms)	.20
		2d.	
F C-olive	22 Sd	County Borough of Middlesborough (arms)	.20
		2d.	

MORCAMBE 515

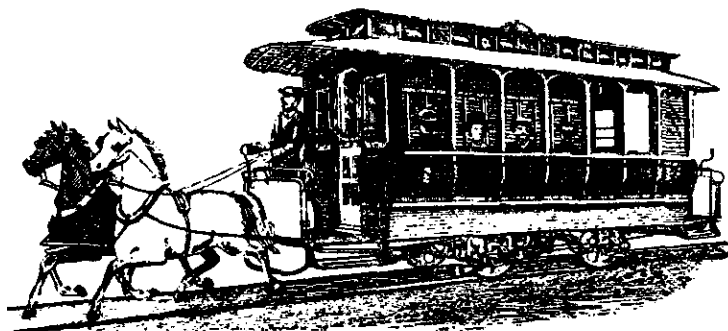
A C-yellow	22 Sd	Morcambe & Heysham Corporation Transport	.20
		1d. Employee's Token Only	

MORCAMBE 515 (continued)		(Page 30)	
B	C-red	22 Sd	Morcambe & Heysham Corporation Transport 1 $\frac{1}{2}$ d. Employee's Token Only \$0.20
C	C-blue	22 Sd	Morcambe & Heysham Corporation Transport 2d. .20
D	C-green	22 Sd	Morcambe & Heysham Corporation Transport 3d. .20
NEWCASTLE 520			
A	o Brass	0v Sd	Newcastle North Shields & Tynemouth Railway (arms) 1.00 Second Class
B	o Brass	0v Sd	Newcastle North Shields & Tynemouth Railway (arms) 1.00 Third Class
C	o Brass	26 Sd	Newcastle Tramways Company 1.00 This Must be Paid Into The Fare Box
D	o Brass	26 Sd	Newcastle Tramways Coy School Childrens Token 1.00 This Must be Paid Into The Fare Box
E	C-lt.blue	sq Sd	Newcastle Corporation Tramways (arms) .20 Postmen in Uniform 1d.
F	C-maroon	Sq Sd	Newcastle Corporation Tramways (arms) .20 Postmen in Uniform 1 $\frac{1}{2}$ d.
G	C-pink	22 Sd	Newcastle Corporation Tramways (arms) .20 1 $\frac{1}{2}$ d.
H	C-white	22 Sd	Newcastle Corporation Tramways (arms) .20 1 $\frac{1}{2}$ d.
I	C-maroon	22 Sd	Newcastle Corporation Tramways (arms) .20 1d.
J	C-orange	22 Sd	Newcastle Corporation Tramways (arms) .20 1d.
K	F-lt.red	23 Sd	Newcastle Corporation Tramways (arms) .20 1 $\frac{1}{2}$ d.
L	C-violet	22 Sd	Newcastle Corporation Tramways (arms) .20 1d.
M	F-black	23 Sd	Newcastle Corporation Tramways (arms) .20 1d.
N	F-gray	22 Sd	Newcastle Corporation Tramways (arms) .20 1 $\frac{1}{2}$ d.
O	F-lt.brown	23 Sd	Newcastle Corporation Tramways (arms) .20 1 $\frac{1}{2}$ d.
P	C-red	22 Sd	Newcastle Corporation Tramways (arms) .20 1 $\frac{1}{2}$ d.
Q	C-lt.red	22 Sd	Newcastle Corporation Tramways (arms) .20 1 $\frac{1}{2}$ d.
R	C-scarlet	22 Sd	Newcastle Corporation Tramways (arms) .20 1 $\frac{1}{2}$ d.
S	C-lt.brown	22 Sd	Newcastle Corporation Tramways (arms) .20 1d.
T	C-lt.pink	22 Sd	Newcastle Corporation Tramways (arms) .20 1d.
U	C-lt.blue	22 Sd	Newcastle Corporation Tramways (arms) .20 1 $\frac{1}{2}$ d. (2 var - large & small letters)
V	F-drab	22 Sd	Newcastle Corporation Tramways (arms) .20 1 $\frac{1}{2}$ d.
W	C-lemon	22 Sd	Newcastle Corporation Tramways (arms) .20 2d.
NEWPORT 530			
A	o Brass	30 Sd	Newport Corporation Tramways 1.00 (blank)
B	o Brass	50 Sd	Newport Corporation Tramways Workman's Privilege 1.00 Token Bearer is Entitled to Workman's Rates Between the Hours of 1 & 2:30 P.M. and 8 & 10:30 p.m. Numerals

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

VOLUME 5

MARCH, 1951

NUMBER 3

There is quite a bit of interesting news this month. First of all, however, I must report that I have been laid up in bed for the past week with a mild case of the flu, and consequently mail and this edition will arrive late.

The Executive Board of the American Vecturist Association have unanimously chosen Kansas City, Missouri, for the next annual convention. It will be held on August 18, 19, and 20. Plan your vacation so as to be there. Conventions from now on will be held annually, instead of every three months.

Mr. Felix M. Church, of Detroit, reports he has sold all his U.S. transportation tokens except Michigan to Dave Jordan for "an undisclosed sum." We all shall regret Mr. Church's limitation of his field to the Peninsular State; he was one of the old-time collectors and his collection was truly an admirable one. Dave Jordan's collection really took a boost with that bonanza!

I am happy to report that my proposed amendment to the A.V.A. Constitution has officially been adopted, and from now on persons under 18 may become Junior Members, with all privileges of membership except voting. Those under 18 who have already paid their \$2.00 subscription fee for 1951 may have this sum applied to their membership by simply sending an additional dollar initiation fee to Mr. Kimmons, the Secretary. (Address, 521 East Live Oak St. - Austin 4, Texas.)

The Executive Board have also decided to have The Fare Box mailed on a staggered basis, with the hope that now those in the West will have a better chance to get in on the good stuff in auctions and ads. So, beginning with this issue, the mailing will be done as follows: 1st Day, copies will be mailed to readers in the eleven western states and Texas; 2nd Day, copies will be mailed to readers west of the Mississippi, who are not included in Group One, plus those in Wisconsin, Mississippi, Alabama, Georgia, and Florida. Third Day, copies will be mailed to all readers not in Groups One or Two. Overseas readers will have their copies mailed the first day, of course. If you have any better suggestions than the system I am inaugurating, please write me.

Because some members have not sent in their biographies, we shall have to drop the idea of listing everyone alphabetically. From now on, they will be run as received, regardless of the alphabet. It is my intention to give preference to members who have never been written up before, inasmuch as most of us already know quite a bit about those whom Mr. Moore featured back in 1947, or who have been featured since then in articles.

Constitutional Amendment

The following proposition, having been submitted to the Executive Board of the A.V. A., has been approved:

PROPOSED:

(1) That Article III, Section I, of the Constitution be amended to read

"Any individual of good moral character, eighteen years of age or over, shall be eligible for Regular Membership. Persons under eighteen years of age shall be eligible for Junior Membership, and the membership numbers of such Junior Members shall be preceded by "J-" until their eighteenth birthday, at which time they shall automatically become Regular members, if all other requirements of membership have been met. All members excepting those who are now members shall be elected in accordance with the following provisions."

(2) That Article III, Section 4, of the Constitution be amended to read

"All members except Junior Members shall be entitled to all privileges of the Association, including the right to vote, hold office, and receive any official publication of the Association. Junior Members shall be entitled to all privileges except that they shall not have the right to vote."

ADDITIONS TO LIST OF MANUFACTURER'S SAMPLES
(Reported by R. M. Butler)

-49. WM 16 Ball	Johnson Fare Box Co.	JFB	Allocated	Token	JFB
-50. WM 20 Bar	" " " "	(bus)	"	"	(bus)
-51. WM 21 Bar	" " " "	(bus)	"	"	(bus)
-52. WM 23 Bar	" " " "	(bus)	"	"	(bus)
-53. B 16 Ball	" " " "	JFB	"	"	JFB
-54. B 20 Bar	" " " "	(bus)	"	"	(bus)
-55. B 21 Bar	" " " "	(bus)	"	"	(bus)
-56. Bz 16 Ball	" " " "	JFB	"	"	JFB
-57. Bz 20 Bar	" " " "	(bus)	"	"	(bus)
-58. Bz 21 Bar	" " " "	(bus)	"	"	(bus)
-59. Bz 23 Bar	" " " "	(bus)	"	"	(bus)

In addition to the above list of manufacturer's samples, Mr. Butler also sent us the following for the humor department, which he heard on the radio:

"A mother and her small daughter got on the streetcar at one of the car stops, and the little girl asked her mother to let her drop the token in the fare box.

"'No,' said her mother quite sternly, 'I'll take care of it,' and she proceeded to drop the necessary fare into the box.

"The little girl, with a sad face, looked up into the eyes of the conductor who was watching the incident, and said, 'Please, Mister, can I flush it down?'"

There is a new bronze 23mm. token inscribed Coast Cities Coaches CCC Inc. This thing looks as if it were from Asbury Park, N.J. Actually, however, it is used in Dade County, Florida. The correct city would be Opa Locka, Florida. The tokens sell for 2 for 25¢, and are described as follows: Bz 23 Ball Coast Cities Coaches Inc. Courtesy Line/Good For One Fare.

- Eroy L. Kimmons

ARE VECTURISTS GETTING RIDICULOUS?

By Edgar Levy

They say "Chickens come home to roost." How true. Likewise how easy it is for words to become boomerangs. Or like a bomb, they can explode right in your face. For many years I have expressed a desire to see the Check List be printed so that every known variety would bear a code number, and thus make it somewhat easier for the collector to distinguish between one or the other. I think other collectors thought of the same thing. Thus it was that a "VARIETY" Editor was appointed. His job was to compile a list of "varieties" and, I think, they were to be printed in THE FARE BOX or as an addition to an anticipated new Check List. From time to time, the "variety" editor has very kindly advised me of new "varieties" and Oh Boh! What "varieties" some of the collectors have been reporting. That's what caused the heading of this little article. I used to think that so-called "Numismatists" spent all their wakened hours going around armed with a micrometer, and a powerful magnifying glass, just searching for curls that just missed being stabbed by a star, or a drape that either tickled Miss Liberty's ample bosom or was repulsed by same until the underlying motive which gave birth to the Science of the Study of Coins and Medals, was forgotten completely and the hobby just devolved into a hunt for "Die-cracks; overdates, and the thousand and one silly things that take up the time of our present day 'Numismatists'." Well, it appears that some vecturists are going to show the Numismatists that they are just as silly and, in fact, go them one better. In their zeal to be able to quote a collection numbering into the thousands, some of the boys are going to extremes to say the least. When they start measuring the distances between letters with a micrometer and report each fraction of a millimeter as a variety, I for one wish that I had kept my big mouth shut. I don't admit to having a superior intellect, but for the life of me I can't see where the fact that a certain token of a batch of tokens, happens to have a letter a little further apart than its sister, adds any useful knowledge to our hobby. I'll admit that it might add a few more tokens to a collector's accumulation and if that's all the hobby means to them, well and good. However, I think that if some of this misguided zeal was centered on something more useful it would be well worth the trouble.

For instance, the Editor of The Fare Box seems to be constantly asking for articles that can be printed. I suppose there are some who feel that it takes a knowledge of writing or something to make such an article sound interesting and they hesitate. All right, if you feel that you don't want to write a small article about your own transit line, I can tell you of something that would be interesting to a lot of collectors and would probably be of great benefit to yourselves. For instance, what do the letters A G & St L T Co on the tokens of Alton, Ill., mean? Or B U P on some tokens of Baltimore? There are hundreds of tokens throughout the Check List that are identified by just a few initials. Why not try making a list of what they mean and offer that to the Editor? Wouldn't that be a lot more informative than the fact that a certain token has the letter E of ONE a fraction of a millimeter further away from the F of FARE? To me it is pleasure enough that a certain company issued a certain token that was to be used to obtain a ride on a vehicle operated by that company, and I'm perfectly satisfied to have one of them in my cabinet. I don't and can't get any more pleasure from knowing that when these tokens are dropped into a fare box constantly, it may happen that some of the letters get out of alignment. But I certainly wouldn't make myself ridiculous by reporting that item as a "variety." Our hobby is comparatively new. Let's not make it a joke. Leave that to the "NUMISMATISTS."

The above article belongs in our Controversial Article Department. If any of our readers wishes to write an article taking issue with Mr. Levy's stand, he is welcome to do so. Or if you can think of any other controversial topics you'd like to write on, go ahead, and send us the article. Nothing like a few disputes to liven things up a bit!

Will send new San Mateo token (Calif 795 A) for 15¢ plus stamped addressed envelope.
Will also sell 300 different tokens for \$29.00.
Ralph Freiberg - 4142 26th Street - San Francisco 14, California
New Upper Darby, Pa., tokens at 15¢ each, cash, plus stamped addressed envelope.
Charles Houser - 734 St. John Street - Allentown, Pennsylvania
Wanted: New or recent issues. Have limited number of Minn 210 A & B, Okla 590 D, NY 905 I, Pa 65 M, and others too numerous to mention. Will buy, trade, or sell. Let's swap lists. Will answer all letters.
Wm. E. Eisenberg - 2717 West Carson St. - Pittsburgh 4, Pa.
We still have a few Minn 210 A & B tokens left at 50¢ per pair. Please enclose self-addressed stamped envelope with remittance. No personal checks please. Address: Midwest Transportation Token & Ticket Club, Secretary,
R. M. Butler - 731 East 26th Street - Minneapolis 4, Minn.
WANTED - Back issues of THE FARE BOX: All issues of Volume 1; Numbers 1 and 2 of Volume 2; Numbers 3, 4, and 5, of Volume 3. Please state price wanted in first letter.
Harold Ford, Jr. - Box 211 - Wadsworth, Kansas
For Sale - Conn 35 C 15¢; 290 C 20¢; 290 J 20¢; Mass 305 A 50¢; 550 B 20¢; 550 C 20¢. Will trade for old tokens of equal value - Calif 575 A, Ill 795 A and NY 630 M.
Morton Dawson - 146 Loomis Drive - West Hartford, Conn.
The first letter I get enclosing a one-dollar bill and a stamped, self-addressed envelope will get my Norman, Okla., McIntire LINERS token (Okla 610 A). This is the last one. If your letter is too late, your buck will be promptly returned in the self-addressed envelope you send.
John M. Coffee, Jr. - P.O. Box 334 - New Haven 2, Conn.

FROM THE SECRETARY

To my Fellow Vecturists, Greetings: Your Secretary does not have much to report this month--11 additional members have paid their 1951 dues, bringing the total to 81; this only leaves 26 members who have not paid their dues, of this number 15 did not pay their dues in 1950, some of this number disposed of their collections, so I think the A.V.A. is holding its own.

We have one new member: Mr. Robert F. Sanders, 4905 North Mississippi Court, Minneapolis, Minnesota. We also have three additional applications for membership.

I have received an additional \$14.00 donations on the mimeograph machine fund. One of our members has suggested that each member donate one good vecture (editor's note: this means transportation token) to an auction, and all the proceeds to go to the mimeograph machine fund.

Since the grass has turned green here in this part of Texas, the trees beginning to leaf out, the fruit trees beginning to blossom, it looks like your Secretary is going to have a sore back and stiff muscles spading up the garden. Trust all of you will soon be doing the same thing, so in the meantime, hope all of you will be planning that vacation for Kansas City on August 18, 19, or/and 20.

Fraternally yours,

EROY L. KIMMONS, Secretary.

Harry Reynolds and Charles Houser send us information on the new Upper Darby, Pa., token. The token is used by the Philadelphia & Western RR Co, which operates a rail line from Upper Darby (suburb of Phila.) to Norristown, and from Villanova to Strafford. The token is used on the company's 4 rail lines and all bus lines. The Tokens sell for 4 for 45¢, and were first issued on February 10, 1951. They were first used on February 12 (Lincoln's Birthday).

Supplement to the National Check & Premium List

By Roland C. Atwood

CALIFORNIA

San Mateo 795 (reported by Ralph Freiberg)
 A WM 23 St-sc El Camino Real 1951 (old mission) \$0.15
 Good For One Ride S.M.B.T. (old mission)

CONNECTICUT

New Britain 290
 L Bz 20 St-sc Corbin Avenue Bus Service .10
 Good For One Fare

GEORGIA

Atlanta 60 (reported by Ralph W. Winant)
 Q WM 16 Sd Atlanta Transit Company .10
 Going Your Way Every Day One Fare

KENTUCKY

Louisville 510 (reported by Max M. Schwartz)
 BR o B 21 Ch Louisville City Railway 1.00
 For Transfer Only

MICHIGAN

Trenton 935 (reported by F. M. Church)
 DD o B 35 Sd Grosse Ile Bridge Co. (Oc)(counterstamped 4) .35
 (blank)

MINNESOTA

Minneapolis 540 (reported by Quincy A. Laflin)
 X B 16 Sq Minneapolis St. Ry. Co. M (copper-plated) .15
 Good For One Fare M D. J. Strouse

OHIO

Warren 915 (reported by Cecil G. Jefferson)
 J B 23 W The Warren Transp. Co. (silver-plated) .10
 Good For One Half Fare

PENNSYLVANIA

Alliquippa 10 (reported by Ralph Freiberg)
 E Bz 23 Bar Woodlawn & Southern Motor Coach Co. W & S .10
 Good For One Fare W & S
 Philadelphia 750 (reported by Chas. Houser)
 PP WM 16 Ball Philadelphia PTC (bronze plated) .15
 Good For One Fare PTC
 QQ WM 16 Ball Philadelphia PRT (brass plated) .15
 Good For One Fare PRT
 Scranton 840 (formerly listed as Nanticoke, 680 A)
 F o Ce 'Ov Sd Peoples Street Railway Co. Hyde Park 3.50
 Please Deposit in the Box. Good For One Cash Fare
 Upper Darby 935 (reported by Chas. Houser)
 A Bz 20 Bar P.S.T. Co. Red Arrow Line P.S.T. Co. (arrow) .15
 Good For One Zone Fare P.S.T. Co. (arrow)
 Washington 950 (reported by Ralph Freiberg)
 G Bz 23 Dd-sc Blue Ridge Lines Wash. Pa. City Bus One Zone .10
 (same as obverse)

SOUTH CAROLINA

Columbia 310 (reported by Ralph W. Winant)
 I B 16 Ball S.C. Electric & Gas Co. Bux .10
 Good For One Fare Bux

TEXAS

Houston 445 (reported by Eroy L. Kimmons)

H o B 31 Sd U. S. V. A. Good For One Ride
(blank)

\$0.25

CORRECTIONS AND VARIETIES

There are 2 varieties of Utah 650 D, large & small letters. Two varieties of Texas 5/A, diamonds and no diamonds. Correct Minn 230 J to 20mm., not 21mm. Correct NY 630 RR to PP.

INTRODUCING MR. HARRY C. BARTLEY

A token collector and trolley fan who was "born" to the hobby. (His grandfather being a receiver of the Rochester Ry. Co. in 1888-89 and a personal friend of Murray Vernor, the "Traction King" of that period.) As a boy he and his brother used a bagful of NY 780 B and C for play money. Unfortunately all but a few of these are lost or given away. About 1921 Harry started his present token collection, the "hard way"--riding the company's line and saving a token. Little headway was made, and much valuable opportunity lost, until 1927 when he met Frank C. Kenworthy and the two really started to go after tokens. Harry had one of Kenworthy's first five token catalogs, but spoiled it by continually revising it. He still means this, and the fact that he was not around when Kenworthy disposed of the 1st and original token collection "for a song, too, as judged by present catalog values" he says. Forty-three years old, married, father of a 13-year-old daughter, and draftsman by profession, Harry has never lost his enthusiasm for tokens although his 2500 plus do not put him as near the top as he might have been. His favorite token (if any) is the Frederiksbjerg-Trojborg brass oval with the initials H.C.B. in the center. He recently was given one of these tokens made into a tie clasp, which he shows to any and all on the slightest provocation. He is also a collector of minor U.S. coins, and stamps (which he saves for his daughter).

His collection of trolley items, such as signs, pictures, transfers, badges, books, and maps, he hopes someday to form the nucleus of a museum. In addition he has helped to author two books on trolleys in the Pittsburgh district (Pgh Rys & West Penn Rys). He helped organize and is now President of the Pittsburgh Electric Railway Club, the main rail fan group in his district. Belongs to Central Electric Railfans Association, and AVA of course. In conjunction with Frank Kenworthy helped organize and is still Secretary of the "Original Order of Zunks," a group of collectors known all over U.S.A. especially for their stamped commemorative covers and exhibitions. (Won first prize in the coin group for his token display at a Zunk exhibition).

At present Harry is endeavoring to form a group of Pittsburgh district token collectors (their first regular meeting was held January 28). But Harry claims he reached the top when he started a deal which led to the purchase of a single truck wooden old time trolley car from Pittsburgh Railways Co. He and two other fellows are repairing and repainting this car and eventually hope to set up a private right of way where they can operate it. In which case, as Harry states, "I'll not only have an old token (Pa 765 F) but can use it on the car it was originally intended for."

Hot Springs, N.M., is now officially called "Truth or Consequences, N.M." ... Effective Feb. 18, 1951, tokens were discontinued in Mansfield, O. (brass and bronze ones, that is) ... Effective Feb. 19, fare on Calif. St. Cable RR was raised to 15¢ cash or 2 tokens for 25¢ ... Tokens discontinued in Lynchburg, Va., 10¢ straight now.

Check List of Foreign Transportation Tokens (page 31)

By Roland C. Atwood

ENGLAND

NEWPORT 530 (continued)

C o Brass	50 Sd	Newport Corporation Tramways Night Watchman's Privilege Token. Bearer is Entitled to Workmen's Rates Between 9 P.M. and 10.30 P.M.	\$1.00
		Numerals	
D o C-white	43 Sd	Newport Corporation Tramways Workmans Privilege Token not Transferable on Production of this Token Bearer is Permitted to Travel at Workmen's Fare When Proceeding to Work Between the Hours of 10 A.M. and 2.30 P.M. or 9. P.M. and 10.30 P.M.	1.00
		Numerals	

NOTTINGHAM 540

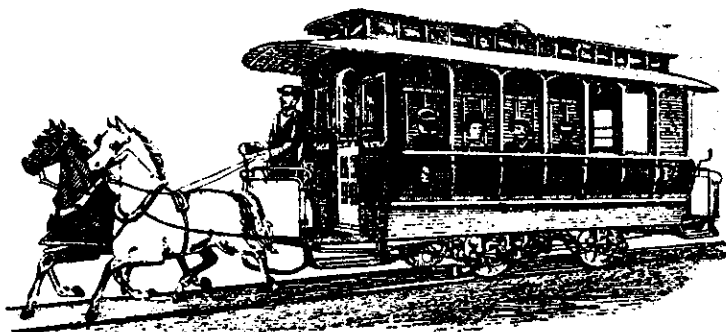
A C-white	22 Sd	Nottingham Corporation Transport Id.	.20
B C-lt.brown	22 Sd	Nottingham Corporation Transport 1 $\frac{1}{2}$ d.	.20
C C-red	22 Sd	Nottingham Corporation Transport G.P.O. Id. Postmen Only	.20
D C-blue	22 Sd	Nottingham Corporation Transport G.P.O. 1 $\frac{1}{2}$ d. Postmen Only	.20
E C-pink	22 Sd	Nottingham Corporation Transport Corporation Employee Only Id.	.20
F C-black	22 Sd	Nottingham Corporation Transport Corporation Employee Only 1 $\frac{1}{2}$ d.	.20
G C-lemon	22 Sd	Nottingham Corporation Transport Pupil 1 $\frac{1}{2}$ d.	.20
H C-lt.green	22 Sd	Nottingham Corporation Transport Pupil Id.	.20
I C-violet	22 Sd	Nottingham Corporation Transport 1 $\frac{1}{2}$ d.	.20
J o C-orange	22 Sd	Nottingham Corporation Transport Id. A.R.P. (air raid precaution)	.20
K o C-dk.blue	22 Sd	Nottingham Corporation Transport 1 $\frac{1}{2}$ d. A.R.P.	.20
L C-yellow	22 Sd	Nottingham Corporation Transport 1 $\frac{1}{2}$ d. Pupil	.20
M o C-blue	22 Sd	Nottingham Corporation Transport 1 $\frac{1}{2}$ d. A.R.P.	.20
N C-white	29 Sd	North Midland Transport Pool 6d.	.20
O C-green	29 Sd	North Midland Transport Pool Id. A.R.P.	.20
P C-blue	29 Sd	North Midland Transport Pool 1 $\frac{1}{2}$ d. A.R.P.	.20
Q C-brown	29 Sd	North Midland Transport Pool 1 $\frac{1}{2}$ d. A.R.P.	.20
R C-blue	29 Sd	North Midland Transport Pool 1 $\frac{1}{2}$ d. A.R.P.	.20
S C-green	29 Sd	North Midland Transport Pool Id. A.R.P.	.20
T o C-cream	22 Sd	Nottingham City Police Id.	.20

OLDHAM 550 (no prices given for Oldham)				(Page 32)
A o Brass	30 Sd	County Borough of Oldham (arms) (reverse not given)		
B o Brass	25 Sd	County Borough of Oldham (arms) O.C.B.T. 1d.		
C o Brass	0v Sd	O.S.B.C. (numerals) (crest)		
D C-pink	22 Sd	Oldham Corporation Tramways (arms) $\frac{1}{2}$ d. (2 var. - large & small $\frac{1}{2}$)		
E C-lemon	22 Sd	Oldham Corporation Tramways (arms) 1d. (2 var. - wide & narrow 1)		
OXTON 560				
A o Bronze	22 Sd	Oxton & Claughton Omnibuss	Evans	\$1.00
		(blank)		
PAISLEY 570				
A o aluminum	Hx Sd	Paisley District Tramways Co. (arms) $\frac{1}{2}$ d.		1.00
PLYMOUTH 580				
A C-lt.green	25 Sd	Plymouth Corporation Trams or Buses (arms) 1d. School		.20
B C-red	25 Sd	Plymouth Corporation Trams or Buses (arms) 1d. School		.20
C C-pink	25 Sd	Plymouth Corporation Trams or Buses (arms) $1\frac{1}{2}$ d. School		.20
D C-lt.blue	25 Sd	Plymouth Corporation Trams or Buses (arms) 1d.		.20
E C-black	25 Sd	Plymouth Corporation Trams or Buses (arms) 1d.		.20
F C-blue	25 Sd	Plymouth Corporation Trams or Buses (arms) $1\frac{1}{2}$ d. (2 var. - large & small $1\frac{1}{2}$ d.)		.20
G C-lemon	25 Sd	Plymouth Corporation Trams or Buses (arms) 2d.		.20
H C-violet	25 Sd	Plymouth Corporation Trams or Buses (arms) 2d.		.20
I C-red	25 Sd	Plymouth Corporation Trams or Buses (arms) $1\frac{1}{2}$ d.		.20
J C-dk.green	25 Sd	Plymouth Corporation Trams or Buses (arms) 1d. School		.20
K C-lt.red	25 Sd	Plymouth Corporation Trams or Buses (arms) $1\frac{1}{2}$ d.		.20
L C-yellow	25 Sd	Plymouth Corporation Trams or Buses (arms) 2d.		.20
PORTSDOWN 590				
A o C-white	22 Pc	Portsmouth & Horndean Light Railway 1d.		.75
B o C-white	22 Sd	Portsmouth & Horndean Light Railway 1d.		.75
PORTSMOUTH 600				
A o Copper	35 Sd	Portsmouth, 1 (blank)		1.00
B o Zinc	38 Sd	35-G Toll 1-0 (blank)		1.00
C o Zinc	Sq Ch	1.0 M T (blank)		1.00
D o Zinc	Sq Sd	29 G Toll 1-0 (blank)		1.00

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

VOLUME 5

APRIL, 1951

NUMBER 4

Mr. Schwartz announces that his offer of a copy of the Check List including all revisions will continue until April 30, 1951. After that date, persons who contribute five dollars or more toward the Electric Mimeograph Machine Fund will receive a copy of the Check List, but only with such revisions as Mr. Schwartz will be able to spare. This is because he is running low on his supply of the revision pages.

I regret that the regular monthly feature, Supplement to the National Check List, has not been received from Mr. Atwood. Therefore it does not appear in this issue. The May supplement will, of course, include two months' listings therefore.

Mimeograph Fund now has \$248.00 collected. The goal is \$350.00, which is the cost of an electric machine (brand new). When we obtain it, it will make possible much larger issues of The Fare Box; it will make possible the printing of many other Association publications; the printing of a new Check List; and numerous other things which will be necessary with our expanding hobby and Association.

I regret that space does not permit inclusion in this issue of an excellent history of early Minneapolis streetcars. Mr. Butler spent a lot of his time preparing this article, and I know collectors will enjoy reading it next month.

As readers know, we have been working on the project of issuing a brand new edition of Atwood's Check List, incorporating many improvements. Mr. Atwood already has revised the entire List, with new prices, numbers, listings, etc. As soon as we acquired the Electric Mimeograph Machine, I had intended to begin work on this project. It had been my intention to use standard (Fare Box) size paper; same size type as used for The Fare Box; and place reverse inscriptions directly under obverse inscriptions. Ample space would be left between cities for new listings. Also, interesting information on tokens and companies would be included, such as the years the tokens were used, rate of fare, number coined, etc. I have volunteered to cut the stencils and run them off on the new machine. I had figured on finishing the work by September.

However, as must be apparent to everyone, such a project as this involves an enormous expense--as well as other unfortunate legal entanglements reminiscent of 1949 days. The cost of the stencils would be about \$50; the cost of the paper would run to nearly 80¢ per copy. In view of all the difficulties and expenses, the Executive Board have decided to put off the question of a new Check List until the Convention in August. I want every member of the A.V.A. to write me or Mr. Greene a letter saying how you stand on this issue. Let us know your own ideas for a new Check List, if you want one--or if you think it would be a waste of time, tell us that too. Only if the members let us know how they feel will we be able to come to a fair and sensible decision. And when you write, give us your suggestions on how to raise the capital for the project, if you're for it. Perhaps we should take advance subscriptions? This is a project of, by, and for the members as a whole.

FOR SALE OR BEST TRADE. CLOSING DATE APRIL 30, 1951. Kans 640 A. Mo 420 A.
Mo 880 A. Nebr 700 U. S.D. 260 B (this token has been filed around edges, but the
two faces are undamaged. S.D. 760 A. Wausau, Wisc., Comm. Uncirc. A collection of
200 different tokens. A collection of 43 streetcar and bus tickets from Italy, in-
cludes Rome, Milan, Florence, Venice (boats on Grand Canal).
Frank C. Greene - 900 East 9th Street - Kansas City 6, Missouri
WILL TRADE Calif 575 A (8 windows) valued at 75¢; Conn 550 A, valued at 50¢; for
tokens of equal value. Will swap 25 10-cent tokens for 25 of yours.
Morton Dawson - 146 Loomis Drive - West Hartford, Conn.

LEVY ANSWERED ON VARIETIES

By Melvin O. Carmichael

In regards to Mr. Levy's attack on some vecturists, and numismatists in general, we wish to state that we are not overly conscious of varieties, nor have we sent Mr. Cook any varieties, so this is not a subconscious defense of ourselves. It is in defense of those individuals who tried to help Mr. Cook in his new job, and of all those individuals who get pleasure and relaxation and very often make important contributions to their field in seeking out new varieties. And Mr. Levy, we believe, will not deny that the search for pleasure and relaxation is the largest single factor responsible for the very existence of THE FARE BOX and its varieties Editor. We have no doubt that many of the contributions received were of no use to a Varieties Editor, but we believe that they were sent in a spirit of sincere cooperation and should have been considered in that spirit. Mr. Levy has been associated with things Numisma for too many years not to have had some idea of the trials and problems confronting a Variety Editor, for he must have read some of the publications he received on that Numisma. We believe he should have appreciated a plethora of contributions, making it unnecessary that the Editor berate the readers for a paucity of contributions, as other editors have been wont to do. How can those earnest readers complying with the request for varieties unerringly know the Variety Editor's precise wants?

When we mentioned pleasure and relaxation we were referring primarily to collectors, but we have no doubt that dealers receive pleasure and relaxation also as they capitalize on the findings of many of these individuals and add the words "Very Rare Variety" in front of an increased price in their ad copy. Anyone who read and noted the contents of the various coin publications several years ago before Mr. Levy attained his present high eminence as a vecturist will remember other offerings of his that were disturbingly similar to those he now attacks.

Several years ago, the usually benevolent editor of a leading coin magazine let loose with a like, but considerably milder, editorial regarding the many contributions on Lincoln cent varieties. The editorial had its effect, for it completely stopped all contributions on the subject of varieties for a while, and even now they are few and far between. We still learn of new and important coin varieties only through careful reading of the displays in the club meeting reports published by that periodical.

In conclusion, we respectfully submit that (1) Mr. Cook has been rendered an extreme disservice; (2) that his usefulness as Varieties Editor has been abridged, for (2a) through indignation, whether justified or unjustified, some potential contributors will withhold their offerings, and (2b) others will omit theirs because of a fear of ridicule, which is certainly justified in view of Mr. Levy's resentment in print regarding the inclusion of some chaff among Mr. Cook's wheat.

Unless I state otherwise, the Editor of The Fare Box maintains a strictly neutral attitude on all controversial articles published. Persons submitting controversial articles for publication are asked to keep them as short as possible; also they must never engage in personalities.

THE AMERICAN VECTURIST ASSOCIATION

Members in Good Standing for 1951

89. Arthur W. Allen	1423 Harrison Street	Davenport, Iowa
36. Miss Jan S. Anderson	1895 Indianapolis Avenue	Riverside, California
* 1. Roland C. Atwood	P.O. Box 621	Hollywood 28, Calif.
57. B. H. Baake, Jr.	2922 Chenoak Avenue	Baltimore 14, Maryland
38. Floyd O. Barnett	2731 Lyndale Avenue South	Minneapolis 8, Minn.
119. Mrs. Martha L. Barnett	2731 Lyndale Avenue South	Minneapolis 8, Minn.
71. B. T. Barraclough	3635 Nicollet Avenue	Minneapolis 8, Minn.
46. Harry C. Bartley	7012 Ohio River Blvd.	Pittsburgh 2, Pa.
82. O. R. Bertram	2111 Swisher Street	Austin, Texas
* 7. Mrs. Corinne M. Black	1409 Evans Street	McKeesport, Pa.
* 6. William L. Black	1409 Evans Street	McKeesport, Pa.
106. Mrs. Grace I. Brainard	2308 32nd Street	Santa Monica, Calif.
37. Basil Brandon	327 26th Avenue	San Francisco 21, Cal.
60. C. G. Brisee, Jr.	86 Myrtle Avenue	Albany, New York
98. Ralph Brown	-	Bellport, New York
85. Donald L. Browne	1327 Highland Terrace	Richmond Heights 17, Mo.
97. Robert M. Butler	731 East 26th Street	Minneapolis 4, Minn.
122. Mrs. Anna M. Butler	731 East 26th Street	Minneapolis 4, Minn.
42. M. O. Carmichael	1004 Main Street	Klamath Falls, Oregon
114. William L. Carr	2648 Pelton Avenue	Akron 14, Ohio
105. Harold T. Chesney	4653 Ewing Avenue South	Minneapolis 10, Minn.
* 28. Felix M. Church	700 Seward Avenue	Detroit 2, Michigan
59. Ivan B. Cline	1117 West Virginia Street	Evansville 10, Indiana
* 14. John M. Coffee, Jr.	P.O. Box 334	New Haven 2, Conn.
81. Arnold Cohn	84 Johnston Avenue	Kingston, New York
86. Chris J. Cook	2105 Fourth Court	Cuyahoga Falls, Ohio
44. Hal J. Daggett	P.O. Box 597	Seattle 11, Wash.
95. Morton Dawson	146 Loomis Drive	West Hartford, Conn.
50. Daniel DiMichael	427 Coates Street	Coatesville, Pa.
111. William E. Eisenberg	2717 West Carson St.	Pittsburgh 4, Pa.
69. Dr. M. W. Emrick	1426 Market Street	Harrisburg, Pa.
100. J. Douglas Ferguson	Box 180	Rock Island, Quebec
54. C. G. Ficklin	283 Isabel Street	Los Angeles 65, Calif.
J-124. Harold Ford, Jr.	P.O. Box 211	Wadsworth, Kansas
* 29. Paul Fouts	609 Peoples Building	Seattle 1, Washington
62. Ralph Freiberg	4142 26th Street	San Francisco 14, Cal.
* 20. R. K. Frisbee	237 South Kalamath Street	Denver 9, Colorado
90. Cecil B. Geeson - 2	Woodvale Gardens - Bolton, Lancashire, England	New Holland, Illinois
53. Paul H. Ginther	-	Kansas City 6, Missouri
35. Frank C. Greene	900 East 9th Street	Portland 13, Oregon
102. Frank W. Guernsey	700 N.E. 47th Avenue	Denver 9, Colorado
* 21. Chas. M. Hamilton	351 South Broadway	Austin, Texas
84. J. Curtis Harper	915 West Mary Street	Allentown, Pa.
* 26. Chas. W. Houser	734 St. John Street	Baltimore 1, Maryland
109. Alfred Hutter	114 West Clay Street	Seattle 3, Washington
52. Cecil G. Jefferson	8845 Wallingford Avenue	Seattle 1, Washington
67. Donald B. Johns	1111 Boylston Avenue	Canandaigua, N.Y.
77. Floyd L. Johnson	79 West Gibson Street	Akron 20, Ohio
78. Arthur D. Jordan, Jr.	785 Work Drive	West Hartford, Conn.
* 9. Ione E. Kibbe	497 Fern Street	Austin 4, Texas
47. Eroy L. Kimmons	521 East Live Oak Street	Canton 10, Ohio
* 22. Ralph Koller	1135 Bedford Avenue, S.W.	Minneapolis 6, Minn.
113. Mrs. Gladys I. Kurth	4520 41st Avenue South	Minneapolis 4, Minn.
48. Julius A. Kurtz	928 13th Avenue South	St. Paul 3, Minnesota
49. Quincy A. Laflin	1145 Argyle Street	Los Angeles 37, Calif.
70. Howard C. Laible	1018 West 49th Street	Long Beach, Washington
40. Charles R. Lamb	Route 1, Box 39	Colorado Springs, Colo.
* 15. Edgar Levy	1413 Mesa Avenue, Broadmoor	Lubbock, Texas
120. William Liddell	3204 26th Street	

99. Clyde A. Logsdon	724 Bancroft Street	Omaha 8, Nebraska
65. John M. Mackie, Jr.	1315 N. Franklin Street	Pittsburgh 33, Pa.
104. Pasquale H. Maffeo	145 Kimberly Avenue	New Haven 11, Conn.
121. Allen B. Maitland	26 Earls Court Avenue	Toronto 10, Ontario
115. Raymond McIntyre	416 Harmon Avenue	Danville, Illinois
* 5. Robert B. McKee	P.O. Box 587	Buffalo, New York
72. Martin B. McRobie	1073 Pitkin Avenue	Akron 10, Ohio
83. Ralph D. Mefford	3884 Valencia Road	Jacksonville, Florida
61. John Metz	1033 Seminary Avenue	St. Paul 5, Minnesota
45. Cecil F. Meyer	2146 North 137th Street	Seattle 33, Washington
110. Midwest Transportation	Token & Ticket Club - Robt. M. Butler, Secy. -	
(A.V.A. Chapter #1)	731 East 26th Street	Minneapolis 4, Minn.
* 2. R. L. Moore	2400 Van Ness Avenue	San Francisco 9, Calif.
94. R. K. Moulton	150 Michigan Avenue	Detroit 26, Michigan
87. Dr. Elmer M. Nelson	4516 Tuckerman Street	Riverdale, Maryland
116. John G. Nicolosi	5646 Fountain Avenue	Hollywood 28, Calif.
* 30. August J. Nilson	326 West 78th Street	Seattle 7, Washington
112. Frank G. Payne	Box 655	Roanoke 4, Virginia
101. William C. Piper	307 North Graham Street	Pittsburgh 6, Pa.
118. Robert M. Ritterband	6576 Colgate Avenue	Los Angeles 48, Calif.
107. Lionel L. Rudduck	North Orchard Road	Vineland, New Jersey
66. Edward C. Rudolph	507 North 84th Street	Seattle 3, Washington
117. Robert Sanders	4905 North Mississippi Court	Minneapolis, Minnesota
* 3. Max M. Schwartz	147 West 42nd Street	New York 18, N.Y.
93. David H. Smith	312 Vardaman Street	Jackson 15, Mississippi
* 4. Felton W. Smith	128 Redfield Place	Syracuse 10, New York
* 27. Kenneth E. Smith	523 West Sixth Street	Los Angeles 14, Calif.
51. Franklin P. Snyder	1060 South Broadway	Los Angeles 15, Calif.
55. Kenneth W. Snyder	#327 - 15 ¹ / ₂ Glenwood Avenue	Minneapolis 3, Minn.
92. A. R. Sparks	1022 Rebecca Street	Wilkinsburg, Pa.
79. Thomas B. Sprague	120 North Liberty Street	Baltimore 1, Maryland
96. Leonard J. Stock	1238 Edgemere Drive	Rochester 12, N.Y.
* 17. Michael Super	105 South Pine Street	Hazleton, Pennsylvania
* 18. Paul Super	105 South Pine Street	Hazleton, Pennsylvania
34. Paul Targonsky	46 Norwood Street	Meriden, Connecticut
103. Don T. Thrall	610 Arlington Avenue	Berkeley 7, California
* 16. Walter W. Underwood	2517 O Street	Sacramento 16, Calif.
* 25. Albert P. Webster	2827 Worthington Street	Houston 16, Texas
123. Charles B. White	57 Spring Street	Fredonia, New York
68. W. A. Whitfield	110 California Street	Albuquerque, N.M.
* 12. Thomas F. Williamson	312 Lexington Avenue	Syracuse 10, New York
* 19. Ralph W. Winant	500 West Summit Ave., Elmhurst	Wilmington 131, Dela.

(* denotes a Charter Member. All numbers below 34 are Charter Members.)

1951 OFFICERS

President.....	Frank C. Greene
Vice President.....	Edgar Levy
Secretary.....	Eroy L. Kimmons
Treasurer.....	Thomas F. Williamson
Curator.....	William L. Black

PAST OFFICERS

President.....	Max M. Schwartz (1949-1950)
Vice Presidents.....	R. B. McKee (1949); Frank C. Greene (1950)
Secretary.....	Ione E. Kibbe (1949)
Curators.....	Felton W. Smith (1949); Edgar Levy (1950)

Mr. Kimmons is serving his second consecutive year as Secretary; Mr. Williamson is serving his third consecutive year as Treasurer.

FORT CROOK BUS LINES

By Clyde A. Logsdon

The owner of this company is going to discontinue the policy of helping collectors in the future as he just doesn't have the time. You have a well-known collector plus another who is supposed to be a Senator to thank for this. The collector tried to tell the "owner" how much he should pay for the tokens; so didn't obtain any at all. Well, fellows, such ways are not helping us with our hobby. This I believe explains why we are not getting cooperation from most companies who refuse this courtesy. I don't blame them either and hope such collectors will stop such tactics soon, if not for themselves then for the Hobby and other collectors. I talked with the Owner April 10 and have been given permission to advise all collectors that they may order any of the tokens used by said company until June 1, 1951, from me, with payment accompanying all such orders. Rates as given: 700 E @ 2 for 25¢ or 15¢ each; J, K, L, M, N, @ 15¢ each; F, G, H, I, T, U @ 25¢ each. Fare now is F type tokens selling at 25¢ and E at 2 for 25¢. All others of the J & N varieties are not in use at present. NO REFUNDS will be made on any tokens unless the Owner wishes to do this, but he will probably not as he could not get refunds on tokens taken in through his fare boxes although the same companies expected him to refund on his that they had accepted or gotten through fare boxes. Remember some of these tokens will become obsolete and the remainder destroyed in the near future, so that is why I have undertaken this job. I shall personally try to stock 50 of each of any silver-plated ones that the remainders are destroyed. Will report when this is actually done. Please do not send orders for any other tokens with orders for above. Mark all such orders "Ft. Crook Tokens" under your return address so I will not have to open such letters until time to purchase. Hoping this will help all. Send your orders to: CLYDE A. LOGSDON - 724 BANCROFT STREET - OMAHA 8, NEBRASKA. PS- There were never any plain zinc or steel tokens to start with. Any such are only tokens with the silver plating worn off through use. This has been verified by the Owner. Said company is no longer located in Omaha, by the way.

NEWS, VIEWS, & COMMENTS

By Clyde A. Logsdon

TOKENS & VARIETIES. Why are ERRORS not important? They are in every other class of collecting and rightfully belong in a Catalog. Also die varieties which can be found by the naked eye or a common magnifying glass.

Ch & Pc. Why not spend a little time on these listings? Only those which were holed at time of manufacture belong in the Ch class. Pc tokens have holes in the center but it means they were holed in some manner for various reasons after they were manufactured.

I am willing to reproduce rare back numbers of The Fare Box for collectors who want or need this information. These will be exact replicas except that there will be no masthead and they will have the word "copy" on them. I still need some back numbers myself. Who will loan these to me? Write for more details.

Why don't collectors who have such tokens as Ohio 230 N and 750 A send in the sizes so they can be published in The Fare Box?

NEEDED:- A way of mounting tokens for display purposes and yet the same can be used to keep tokens in order and compact. I imagine most have the majority of their collections in envelopes or boxes at this time. Why not send in your views on this and let the A.V.A. spend some money on something like this which will benefit all and promote our hobby more than a new mimeograph machine ever will. My suggestion is to get a hand-operated die-punching machine to punch holes for mm sizes needed. This would also help eliminate erroneous size listings.

All collectors are invited to send us their News, Views, & Comments. Please keep them brief, though.

ADDITIONAL DONATIONS TO ELECTRIC MIMEOGRAPH MACHINE FUND

R. K. Moulton
Pat H. Maffeo
Ed C. Rudolph

Franklin P. Snyder
Ralph Brown
Kenneth Smith

OLD CONTRIBUTORS WHO HAVE SENT IN ADDITIONAL CONTRIBUTIONS

Walter W. Underwood
Frank Guernsey

Felix M. Church
Hal J. Daggett

INTRODUCING MR. EDGAR LEVY

It was just about this time 60 years ago that I first started giving this world trouble. Born in Baltimore, Md., on March 7, 1891. As a boy in Baltimore, I collected tobacco tin tags, cigarette picture cards, and all those things dear to a boy's heart. Likewise many good kicks in the pants for not being too careful where I collected things. Apprenticed to a lithographing firm at the age of 15, I soon started to collect examples of good engraving and lettering. Becoming bored with this job and inspired by tales of the Wild West, I ran away from my job and home at the age of 17 and finally landed in Dallas, Texas. There I managed to collect a goodly number of dirty looks and also 30 days on a road gang for trespassing on railroad property. Tiring of this, I enlisted in the U.S. Navy upon reaching the age 18 and served in this branch of the service until 1918 having collected many trips to various countries during my several terms. In 1918 I collected some wounds while serving in a destroyer that was blown up. Returned to the U.S., I collected some time in a hospital and was then discharged. Collected a 4-year course at an art school in Baltimore and after graduation managed to fool the Board into giving me a job as a teacher. Becoming bored with that job and deciding that it would be better to get married than do my own laundry, I collected the most beautiful girl in Virginia, the State of beautiful women, and quit my job and headed West. Colorado Springs collected us and here we remained. Started to collect coins when I noticed that my bridge partners were always looking through my change when I paid off-- which was always. After building up quite a collection of coins and trying to learn about them, found out that most "numismatists" were more interested in trying to discover "varieties" in every coin rather than the more pleasurable aspects of the hobby. Laid coins aside. Then one day while passing the office of the local bus company, I saw the manager looking over a lot of tokens spread out on his desk. I went in and found out that they were out-of-the-city tokens which he was preparing to return. Thinking what a swell idea to try and get a token from every city, I asked to purchase some and picked out 95 different. Not having an idea that any one else would be collecting them, I was amazed to see the ad of an old collector in a coin magazine. I wrote to him and methodically explained how to go about it. Imagine my chagrin when he replied and mentioned that he happened to be the Pioneer of token collecting. Through him I met several others and managed to collect a lot of nice tokens. Also much knowledge. In those days, if I may reminisce for a moment, when one collector heard of a new issue, it was the custom to secure a supply of the tokens and send one along with the information and everybody seemed happy. Having collected almost everything that was considered collectible and some things not so considered, I think fare tokens can give the collector more hours of real pleasure than any other hobby. While it is true that some of the boys are trying to swell their collections by reading every scratch as a "variety," this is a trend that will wear off, I hope. My collection consists only of United States tokens and while it is not equal to many in quantity, I think it will excell many in quality. I believe strongly in giving a helping hand to all new collectors but would have them know that none of us knows it all. Happy collecting to you all.

Ralph Winant reports that Delaware Coach Company discontinued the use of tokens April 1, 1951. South Penna. Bus Co., of Chester, Pa., (owned by Delaware Coach Co.) also discontinued use of all tokens, on February 11, 1951.

Check List of Foreign Transportation Tokens (page 33)

By Roland G. Atwood

ENGLAND

FORTSMOUTH 600 (continued)

E o Brass	0v Sd	Floating Bridge Company Portsmouth Side	\$1.00
F o Brass	30 Sd	Port of Portsmouth Steam Launch & Ferry Co. V Portsmouth Side	1.00
G o Zinc	39 Pc	1.6 M.T. (Oc) Portsmouth Side	1.00
H o Zinc	38 Sd	33-G Toll 1-0 Portsmouth Side	1.00
I o Zinc	43 Sd	4.4.4.4. G (Ov) Portsmouth Side	1.00
J o Brass	34 Sd	Port of Portsmouth Steam Launch & Ferry Co. 1d. (blank)	1.00

PRESTON 610

A o C-white	22 Sd	Preston Corporation Tramways PP (arms) 1d.	.20
B o C-lt.blue	22 Sd	Preston Corporation Tramways PP (arms) 1½d.	.20
C o C-dk.blue	22 Sd	Preston Corporation Tramways PP (arms) ½d.	.20
D o C-orange	22 Sd	Preston Corporation Tramways PP (arms) 2d.	.20
E o C-dk.blue	22 Sd	Preston Corporation Tramways PP (arms) 1d.	.20
F o C-v.dk.blue	22 Sd	Preston Corporation Tramways PP (arms) One Stage Only	.20
G o C-v.dk.blue	22 Sd	Preston Corporation Tramways PP (arms) One Stage Only	.20
H o C-v.dk.blue	23 Sd	Preston Corporation Tramways PP (arms) One Stage Only	.20
I o C-violet	21 Sd	Preston Corporation Tramways PP (arms) One Stage Only	.20

RAMSBOTTOM 615

A o C-red	22 Sd	Ramsbottom U.D.Council Traction Dept. 1d.	.25
B o C-blue	22 Sd	Ramsbottom U.D.Council Traction Dept. ½d.	.25
C o C-blue	22 Sd	Ramsbottom U.D.C. Transport Traction Dept. ½d.	.20
D o C-red	22 Sd	Ramsbottom U.D.C. Transport Traction Dept. 1d.	.20

RAWTENSTALL 620

A o C-red	22 Sd	Rawtenstall Corporation Tramways 1d. (blank)	.20
B o C-green	22 Sd	Rawtenstall Corporation Tramways 1½d. (blank)	.20

ROCHDALE 630

A o Brass	25 Sd	Rochdale Tramways 1 R 1 T One Penny	1.00
B o C-dk.green	25 Sd	(arms) ½d.	.20
C o C-green	22 Sd	(arms) ½d.	.20
D o C-red	25 Sd	(arms) 1d.	.20

ROCHDALE 630 (continued)

E o C-lt.red	25	3d	(arms) ld.	.20
F o C-red	22	3d	(arms) ld.	.20
G o C-lt.blue	22	3d	(arms) P.H.D. 3 $\frac{1}{2}$ d.	.20
H o C-pink	22	3d	(arms) P.H.D. 6d.	.20
I o C-green	25	3d	(arms) $\frac{1}{2}$ d.	.20
J C-lemon	29	3d	L.B.C. $\frac{1}{2}$ d.	.20
K C-lt.blue	25	3d	L.B.C. ld.	.20
L C-lemon	19	3d	L.B.C. $\frac{1}{2}$ d.	.20

ROTHERHAM 640

A C-lt.brown	22	3d	County Borough of Rotherham Tramways (arms) Higher Grade School $\frac{1}{2}$ d.	.20
B C-dk.brown	22	3d	County Borough of Rotherham Tramways (arms) Higher Grade School $\frac{1}{2}$ d.	.20
C C-orange	22	3d	County Borough of Rotherham Tramways (arms) $\frac{1}{2}$ d.	.20
D C-dk.blue	22	3d	County Borough of Rotherham Tramways (arms) ld.	.20
E C-pink	22	3d	County Borough of Rotherham Tramways (arms) $\frac{1}{2}$ d.	.20
F C-blue	22	3d	County Borough of Rotherham Tramways (arms) $\frac{1}{2}$ d.	.20
G C-lt.blue	22	3d	County Borough of Rotherham Tramways (arms) $\frac{1}{2}$ d.	.20
H C-lt.pink	22	3d	County Borough of Rotherham Tramways (arms) ld.	.20
I C-lemon	22	3d	County Borough of Rotherham Tramways (arms) ld.	.20
J C-pink	22	3d	County Borough of Rotherham Tramways (arms) ld.	.20
K C-yellow	22	3d	County Borough of Rotherham Tramways (arms) ld.	.20
L C-bluegreen	22	3d	County Borough of Rotherham Tramways (arms) $\frac{1}{2}$ d.	.20

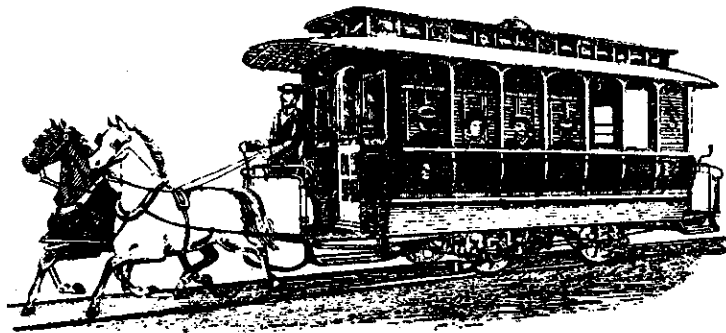
SALFORD 650

A Pl-dk.blue	22	3d	Salford City Tramways (arms) $\frac{1}{2}$ d.	.20
B C-red	22	3d	Salford City Tramways (arms) ld.	.20
C Pl-violet	22	3d	Salford City Tramways (arms) $\frac{1}{2}$ d.	.20
D C-red	21	3d	Salford City Tramways (arms) ld.	.20
E C-dk.blue	22	3d	Salford City Tramways (arms) (reverse not given)	.20

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

VOLUME 5

MAY, 1951

NUMBER 5

With this issue, The Fare Box at long last says goodbye to dear old P.O. Box 334 and New Haven. On May 26 I shall leave New Haven for a short stay in Washington, D.C. Shall return June 11 to New Haven and then pull out for good. After June 11, therefore, all mail intended for The Fare Box should be addressed to

John M. Coffee, Jr. - 4104 Sixth Avenue - Tacoma 6, Washington

Our Tacoma address will hold good for the summer months. In the middle of September, we shall move to Boston, Massachusetts, for a stay of several years. We have applied for a P.O. Box in Boston, and the Boston address will appear on the new stationery which will be made up shortly. I shall be happy to have collectors visit me in Tacoma; but give me a few days' notice.

While on the subject of stationery, it has just been my painful lot to discover that we are short about twenty sheets for this issue. It was impossible to order new letterheads until the Boston address was known, hence about twenty readers will receive this issue minus the usual horsecar masthead. I apologize deeply, in advance, to those unfortunate twenty who will receive their issue without the masthead. Nothing, however, can be done about it.

Mr. Walter Underwood, of Sacramento, will be in Shook, Mo., for the next 3 or 4 months, he informs us. Mr. Underwood submitted an ad which was received too late for inclusion on the ad page; however here is his offer: "Have a few Springfield, Mo., D's & F's for trade or best cash offer. Also many others for trade or sale." Write him at Shook, Mo.

Mr. Atwood, who is just returning to Hollywood from a trip through the Caribbean area, reports that absolutely no new issues were reported to him for April. Be sure to be prompt and report your new issues & discoveries to him as soon as you become aware of them.

Mr. Floyd O. Barnett reports that there will be a mail auction of the American Vecturist Association to coincide with the A.V.A. convention in Kansas City in August. Mr. Barnett is chairman of the Auction Committee, so submit lots to him for the auction. Address: 2731 Lyndale Ave. So. - Minneapolis 8, Minnesota.

There has been quite a bit of comment going back and forth regarding the question of Varieties as brought up by Mr. Levy two issues ago. I think the main points made by Messrs. Levy and Carmichael are that collectors should report all varieties obvious to the eye, but should not report such minor things as letters which are $\frac{1}{2}$ mm. closer together in one than the other. I suggest we let the matter drop where it is now.

No biography in this issue because of lack of space.

For Sale: Tenn 430 A at \$2.00. Texas 255 F at 25¢, 565 A at 25¢, 940 B at 10¢. Minn 620 A at \$1.50, 620 C at \$1.00, 820 B at 50¢, 820 C at 50¢, 245 A at 25¢, 760 J at 15¢; Ala 220 G at 25¢; Pa 150 B at \$1.25, and these English at 20¢ each: 500 Q R U V X Y Z A C, 540 E F, 610 I, 650 B C, 40 F, 90 P.

Kenneth Smith - Rm 201 - 1669 Chester Ave. - Bakersfield, Calif.

Will trade foreign coins for tokens; tokens for tokens; also trade slugs & tax tokens for transportation tokens.

John G. Nicolosi - 5646 Fountain Avenue - Hollywood 28, Calif.

Trade Nebr 440 C for \$1.50 or E for \$1. in U.S. tokens listed by Atwood after Aug. 1950 EXCEPT Ill 150 U, Ia 270 B, Cal 795 A, Mich 515 S, 935 DD, Minn 210 A B, Mo 370 K, NJ 115 F, NC 240 J, Ohio 915 J, Okla 590 D, Pa 750 PP, 4Q, Wash 990 E, W. Va. 990 C D E F G H I J.

Clyde A. Logsdon - 724 Bancroft Street - Omaha 8, Neb.

I have enough of the following tokens for all collectors, for sale or trade:

Minn 760 M (2 var. lge & sm letters); (15¢ each); Minn 680 C D E (15¢ each) and F at 10¢. For variety collectors I have 8 complete sets of 6 of 680 C at 15¢ each.

Floyd O. Barnett - 2731 Lyndale Ave., So. - Minneapolis 8, Minn.

For trade - Halifax, Nova Scotia, in perfect condition, 450 A. Best offer will get it.

Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.

CHANGE OF ADDRESS

Ivan B. Cline - 911 West Michigan Street - Evansville, Indiana

Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.

Kenneth Smith - Room 201 - 1669 Chester Ave. - Bakersfield, Calif.

Walter W. Underwood - Shook, Missouri

Mr. Kimmons reports the following collectors have sent in additional donations to the Electric Mimeograph Machine Fund: Minneapolis - Midwest Transportation Token & Ticket Club (Floyd & Martha Barnett, Robert & Anna Butler, Harold T. Chesney, Gladys I. Kurth, Quincy A. Laflin, Robert F. Sanders). Julius A. Kurtz. Edgar Levy.

COMPANIES VERSUS COLLECTORS

By Clyde A. Logsdon

A list of companies was published in the September, 1949, Fare Box. Should I go back to the early days of my collecting I'm sure I could disprove one of these claims. I have not written to more than one of the companies listed. Companies dislike to help collectors for various reasons. Some collectors request certain tokens enclosing only 25¢ to cover cost of such. Also a few will write a demanding letter if a company doesn't have the immediate opportunity of filling their request. This kind of collectors would bellyache to the High Heavens if any company requested them to pay for all the time spent in sorting and mailing out certain tokens and also for any time so spent though no tokens that were requested could be found. Remember these requests are not orders, as I have not seen any advertisements by companies offering their tokens for sale by mail order. Some if not all collectors refuse to sell certain tokens to other collectors. I had one tell me some dupes were for trade only, then later on sell them to a friend, even though my offer to buy for cash was still open. Remember a good letter is like a good ad and gets results where poorly written ones do not. I have waited 6 months or more for an answer to a request and I did not bother said company with another letter. I got results. I suggest those who can't get results, or can't wait until a company finds the time to answer requests for certain tokens, purchase them from collectors who have duplicates instead of stirring up trouble between companies and collectors. PRICE CHANGES: NEBR 700 F G H I T U to 30¢. These are regular 25¢ fares now.

EARLY STREET CARS OF MINNEAPOLIS, MINNESOTA

By Robert M. Butler

The Minneapolis street railway dates back to the year 1875 when the first horsecar was put in operation on rails constructed much different from those of today.

As would be expected of those early days, no grade was ever established, so very few of the streets were graded. The tracks, therefore, were laid to conform to the surface of the streets as they were traveled. The construction of the tracks, as approved by the engineers of that day, consisted of 5" by 5" wooden stringers about sixteen feet long, laid on, and spiked to, wooden ties. These stringers were covered by bent iron plates which weighed 23 pounds to the yard. The plates were spiked to the stringers and thus formed the rails upon which the car traveled. The track was narrow gauge, being three feet six inches in width and the contract cost of the completed track was \$6,000 per mile.

The horsecar of 1875 was a very primitive model and differed very much in appearance, comfort and safety with the modern electric car in use today. Each car was ten feet long, was mounted on four light wheels and weighed approximately one thousand pounds, and was drawn by one horse. The line was first opened with six cars received from New York and it took five of these to maintain a fifteen minute schedule that began at five o'clock in the morning and ended at eleven o'clock in the evening when the entertainment houses closed for the day. The inside of the car was furnished with side seats which accommodated twelve to fourteen passengers. An oil lamp, that often leaked and always had a bad odor, gave forth a feeble light that was just enough for the passengers to distinguish one another. At night an oil lamp illuminated the fare box, which was a tin box kept at the front end of the car by the driver, into which the passengers dropped their nickels after getting on at the rear of the car and walking up to the front. Bulls eye colored signal lamps on each end of the car gave warning to pedestrians that the car was in operation.

In the winter the car was heated by means of a small sheet iron stove located in the middle of the car, and fired by the passengers. Straw would be furnished by a thoughtful company, and piled on the floor to a depth of approximately one foot, for the purpose of keeping the passengers' feet warm, and it was no uncommon sight to see passengers brushing straw from their clothing when they got off the car.

At that time the ordinance would not permit a car to go faster than six miles an hour, so travel was not very fast. The driver was not protected by a glass enclosed vestibule, as today, but stood on an open platform, protected only by a sheet iron dashboard that extended slightly above his knees, and under these conditions he drove his horse, kept a sharp lookout for passengers along the way, looked after the depositing of fares and made change, as well as keeping his car washed. His tour of duty was from twelve to sixteen hours a day with only twenty minutes relief for dinner. For these services he was paid twenty-five dollars a month.

The fare was five cents cash, or six coupons for twenty-five cents. A second tin box next to the one used for the fare box held envelopes containing change for dimes, quarters, half dollars, and dollars. The driver would take a passenger's money and give him one of the envelopes. Often times a passenger would ride free, because he had a bill larger than the driver could change.

Bells were used on these early cars, although for a different purpose than today. The driver would ring one bell to notify a passenger that he forgot to pay his fare, while a second bell was suspended from the horse's collar to warn waiting passengers that the car was approaching. The car was built so light, and the character of the track construction was so poor, that every time the car hit a stick or stone, it would jump the track, and the passengers were often obliged to get out and help put the car back on the track. A push by the passengers was often required to get the car up a hill.

The horse was brought to a halt with a mighty "whoa," while a resounding slap of the reins and a hearty "gid-dap" started the one horse power into action. This is about all that remains of the old streetcar system, as the conductor's still ring once to stop the car and twice when they want the one hundred horsepower motor to "gid-dap." The first horsecar driver, in Minneapolis, was a Civil War veteran named Amos Caverly, as no one else in the city knew how to drive a horsecar. He handled the reins and brakes for three days and then, after instructing his successors he went back to his hotel business. There were two employees, besides Mr. Caverly who never was on the payroll.

The main office was a seven foot square frame shack at Fourth and Washington Avenues North, and the car house, barn and blacksmith shop was located a block away at Third Avenue and Second Street. The line was from the terminal at Fourth and Washington to Hennepin Avenue, across the old suspension bridge, turned on Fourth Street S.E. and then went to Fourteenth Avenue S.E. at the University of Minnesota. Later there was a second line, and each line had its own distinctive color, with the cars on the University line painted blue, and those on the Washington Avenue line painted yellow. This latter color is still used today.

The following table compares the first horsecar with some of the later models used today:

	1st Car	Late Models
Horsepower	1 horse	100 H.P.
Weight	1,000 lbs.	25,000 lbs.
Length	10 feet	46 feet, 8 in.
Brakes	Hand & Foot	8-wheel air brakes
Seating	2-14	fifty

From this point the company steadily progressed so that on December 24, 1889, the first electric car was put into operation after one had been demonstrated on a miniature line that ran in a circle at the foot of Lowry Hill, and passengers were allowed to ride it so they would learn to feel at home on the cars before they were put into actual use. Then came a trackless trolley bus in 1922 operating on Bloomington Avenue between Thirty-eighth and Forty-eighth Streets and was the first to be operated in this country as an integral part of a street railway system. It was called a wonder. In 1928, a new type electric car, designed and built in the companies' own shops, was put into service, and progress continued until now the latest PCC electric cars are used as well as gasoline motor buses.

WASHINGTON STATE'S LATEST TOKEN By Paul Fouts

The City of Renton, beginning April 12, is using tokens. Just 14 miles to the south of Seattle, Renton never had tokens before. They are 16mm., brass, with a large cut-out "R". The fare is 13¢. Any one desiring these tokens may obtain them by sending 15¢ for each token, and a stamped self-addressed envelope to Paul Fouts - 609 Peoples Building - Seattle 1, Wash.

REPRINTS OF THE FARE BOX

Reprints of The Fare Box* 1947-1948 complete, \$3.25 postpaid. Ready June and July. No headings or publisher name on front pages. Orders accepted until May 31, 1951. Separate issues 25¢ each.

Needed: A complete file of 1949 issues of The Fare Box. Send postal if you can supply for 30 days; or will buy for \$3.00. Remember your fellow collectors want these and cannot get any other way except by having them reprinted.
Clyde A. Logsdon - 724 Bancroft Street - Omaha 8, Nebraska

Supplement to the National Check & Premium List

By Roland C. Atwood

FLORIDA

Opa Locka 625 (R.C.A.)(E. L. Kimmons - B)
 A o WM 23 Bar Good For One Fare (bus) \$0.15
 (same as obverse)
 B Bz 23 Ball Coast City Coaches, Inc. The Courtesy Line CCC Inc. .15
 Good For One Fare CCC Inc.
 St. Augustine 860 (reported by B. H. Baake, Jr.)
 B Bz 23 Bar St. Augustine Transit Co. (bus) .10
 Crosstown Fare (bus)
 C WM 16 Bar St. Augustine Transit Co. (bus) .10
 Good For One Fare (bus)

GEORGIA

Atlanta 60 (reported by Wm. Eisenberg)
 S Bz 23 S-sc Suburban Lines Atlanta, Ga. .15
 Good For One Commuter Fare 15 Cent Zone
 Savannah 780 (reported by Walter W. Underwood)
 I WM 16 St-sc Savannah Trans. Co. One Fare in Azalealand (one word) .10
 (azalea)

MAINE

Waterville 930 (reported by Floyd O. Barnett)
 A Bz 23 Bar Community Bus Line, Inc. (bus) .10
 Good For One Fare (bus)

MISSOURI

St. Louis 910 (reported by Walter W. Underwood)
 R WM 23 Bar Suburban Service Bus Co. St. Louis, Mo. (bus) .10
 Good For One Fare (bus)

NEBRASKA

Scottsbluff 820 (reported by Chris J. Cook)
 A Bz 16 S Scottsbluff - Gering Bus .10
 Good For One Fare

NEW YORK

New York 630 (R.C.A.)
 AS WM 23 Bar Orchard Beach Turnstile S.T.C. .10
 Good For One Zone S.T.C.

PENNSYLVANIA

Beaver Falls 65 (reported by Wm. Eisenberg)
 N WM 20 Ksto Beaver Valley Motor Coach Co. B (copper-plated) .10
 Good For One Zone Fare B
 Lancaster 525 (reported by Wm. Eisenberg)
 Q S 16 Ball Conestoga Transportation Co. C (copper-plated) .10
 Good For One Fare C
 Mahoney City 590 (reported by Max M. Schwartz)
 D WM 16 Dd-sc Schuylkill Transit Company .10
 Fare Check

TENNESSEE

Dyersburg 215
 B o WM 23 Bar Dyersburg Transit Corp. Tenn. (bus) .25
 Good For One Fare (bus)

CORRECTIONS: Morcambe, England - A, B, C, D - reverses are 1d., 1 $\frac{1}{2}$ d., 2d., 3d.
 Kirkaldy should be Scotland 675, not England. Newport should be Wales 700, not
 England. Paisley should be Scotland 800, not England.

PRICES REALIZED AT SEATTLE TRANSPORTATION TOKEN CLUB MAIL AUCTION HELD APRIL 13

1. England 515 A,B,C,D.....\$1.25	33. Ill 150 A (thin)..... no bid
2. England, mixed celluloids..... 3.55	34. Fla 880 D.....\$0.25
3. 45 Nuremburg commems..... 5.65	35. NJ 115 A (5 pt. star)..... 1.25
4. England 100 C..... 1.05	36. Wash 720 B..... 1.00
5. England 230 C..... 1.56	37. Wash 880 A (thin)..... .97
6. England, 5 miso..... 1.05	38. Va 620 O..... 1.57
7. Wales 800 A..... 1.05	39. Idaho 440 B..... .76
8. Ireland 150 A, 2 Cork tokens... 1.05	40. Idaho 440 F (large star).... 1.06
9. Nova Scotia 850 I, Ont 135 A... 1.30	41. Idaho 440 F (small star).... .86
10. Germany, 3 misc..... .80	42. Idaho 440 D..... .25
11. Mich 935 X..... .66	43. Idaho 440 K.....no bid
12. Mich 935 AA..... .66	44. Idaho 440 J.....no bid
13. Mich 935 R..... 1.05	45. Idaho 440 L.....no bid
14. Mich 935 Y..... .66	46. Idaho 440 I..... .26
15. Mich 935 V..... .80	47. Br. Columbia 800 A..... .25
16. Mich 80 A.....no bid	48. Wash 10 A.....no bid
17. Mich 225 D..... .50	49. Wash 340 B..... .90
18. Mich 225 E..... .50	50. Md 300 B..... .57
19. Pa 515 A..... 1.25	51. NY 690 A..... 1.00
20. Va 620 O..... 1.06	52. Hawaii 540 D..... .60
21. Calif 450 F..... .35	53. Minn 540 G (large letters).. 1.31
22. Calif 450 D..... .20	54. Ohio 440 A..... .45
23. Calif 395 E..... .25	55. Ohio 440 C..... .45
24. Fla 380 K..... 1.07	56. Utah 650 C..... .34
25. S.D. 760 A..... 3.68	57. Nova Scotia 450 A..... 1.06
26. Minn 540 G..... 2.75	58. 25 mixed U.S.....no bid
27. Minn 760 A..... 3.03	59. 25 mixed U.S.....no bid
28. Minn 760 G..... .50	60. Oregon 760 A..... .25
29. Minn 680 C (5 die var.)..... .81	61. Calif 650 A..... .46
30. Minn 680 D,E,F..... .25	62. Calif 545 A..... .20
31. Ill 150 A (thick)..... 2.50	63. Calif 545 B..... .30
32. Ill 150 A (thin).....no bid	

TROUBLES OF NEW COLLECTORS

By Kenneth Smith

As one of the largest collectors, I have come in contact with many collectors who have recently begun or who have small collections. One very pointed comment or complaint of these collectors is what to do with their duplicates, mostly 16mm. tokens. To further the interest of these collectors and promote collecting, I have been doing the following. I will take up to 100 (any quantity, 25 to 100) of their 16mm. dupes irregardless of how many of a kind except no San Francisco, and in return will send the same number of different tokens, mostly larger sizes, Scotch, England, Swedish. So far every small collector has found himself in this swap deal from 30% to 72% of the tokens I sent him as needed in his collection. As I see it it is up to the more established and larger collectors to help the newer collectors and this is one of the ways I help by enlarging their collections and not having money tied up in lots of dupes. As to what I do with the dupes: well, it is common knowledge that I have usually on hand between 5000 and 7000 dupes not all different. Any collectors wishing to avail themselves of the above opportunity, send your 16mm. tokens to me and get in exchange your all different lot.

KENNETH SMITH - Rm 1669 - 1669 Chester Avenue - Bakersfield, Calif.

Remember to report varieties to our Varieties Editor, Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio.

And report all new issues and discoveries to the New Issues Editor, Roland C. Atwood - P.O. Box 621 - Hollywood 28, California. Send exact description of the token. It will help all around if this is done promptly.

Check List of Foreign Transportation TokensBy Roland C. AtwoodENGLAND

Sheffield 660

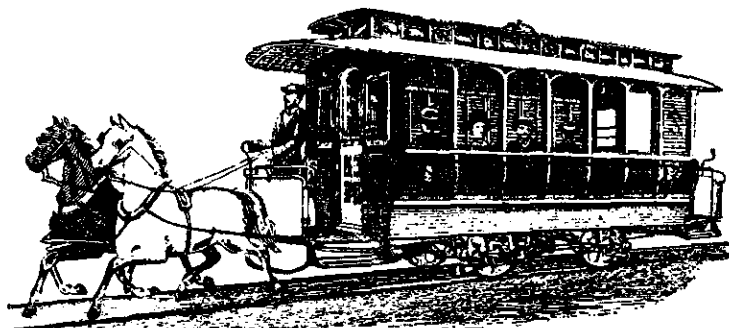
A o Brass	28 Sd	Sheffield and Rotherham Railway Opened Oct 31, 1838	£1.00
		Omnibus Check No. 3	
d o Copper	28 Sd	Sheffield and Rotherham Railway Opened Oct 31, 1838	1.00
		Omnibus Check No. 3	
J o Brass	0v Sd	Sheffield and Heeley Omnibus (omnibus)	1.00
		John Shortridge 3d. 1852	
D o Bronze	25 Sd	From The New Market to Broomhill 3 pence Peter Collis' Omnibus	1.00
		From Broomhill to The New Market 3 pence Cabs & Party Carriages on The Shortest Notice	
E o Brass	25 Sd	From the New Market to Cherry Tree Hill Three Pence (same as obverse)	1.00
F o Brass	0v Sd	From The New Market to Broomhill Fare 3d. Geo. Mitchell's Omnibus	1.00
		From Broomhill to The New Market Fare 3d. Wedding Party & Funeral Carriages, Cabs & Post Horses on the Shortest Notice Office Angel Inn Yard Sheffield	
G o Nickel	0v Sd	Sheffield Corporation Tramways Committee (arms)	.20
		Coun. C. Hobson	
H o C-blue	22 Sd	Sheffield Corporation Tramways (arms)	.20
		Sheffield Central Schools $\frac{1}{2}$ d.	
I o C-dk. blue	22 Sd	Sheffield Corporation Tramways (arms)	.20
		Sheffield Central Schools $\frac{1}{2}$ d.	
J o C-blue	22 Sd	Sheffield Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d.	
K o C-white	22 Sd	Sheffield Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d.	
L o C-lt. brown	22 Sd	Sheffield Corporation Tramways (arms)	.20
		ld.	
M o C-maroon	22 Sd	Sheffield Corporation Tramways (arms)	.20
		ld. (2 var. - wide & narrow 1)	
N o C-cream	22 Sd	Sheffield Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d.	
O o C-dk. green	22 Sd	Sheffield Corporation Tramways (arms)	.20
		2d.	
P o V-green	22 Sd	Sheffield Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d.	
Q o F-drab	22 Sd	Sheffield Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d.	
R o F-black	22 Sd	Sheffield Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d.	
S o C-black	22 Sd	Sheffield Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d.	
T o C-orange	22 Sd	Sheffield Corporation Tramways (arms)	.20
		ld. (2 var. - narrow & wide 1)	
U o C-red	22 Sd	Sheffield Corporation Tramways (arms)	.20
		ld.	
V o C-lt. red	22 Sd	Sheffield Corporation Tramways (arms)	.20
		ld. (2 var. - narrow & wide 1)	
W o C-carminc	22 Sd	Sheffield Corporation Tramways (arms)	.20
		ld.	
X o C-cream	22 Sd	Sheffield Corporation Tramways (arms)	.20
		$\frac{1}{2}$ d. (incuse both sides)	
Y o C-white	22 Sd	Sheffield Transport Department (arms)	.20
		$\frac{1}{2}$ d.	
Z o C-red	22 Sd	Sheffield Transport Department (arms)	.20
		ld.	

Sheffield 660 (continued)				
AA	C-green	22 Sd	Sheffield Transport Department (arms) 2d.	40.20
AB	C-lemon	Hx Sd	Sheffield Transport Department (arms) 2 $\frac{1}{2}$ d.	.20
AC	C-violet	Hx Sd	Sheffield Transport Department (arms) 3d.	.20
AD	C-red	22 Sd	Waleswood Collieries Motor Bus 2d.	.20
AE	C-maroon	21 Sd	Waleswood Collieries Motor Bus 2d.	.20
AF	C-cream	22 Sd	Sheffield Transport Department (arms) $\frac{1}{2}$ d.	.20
AG	C-black	22 Sd	Sheffield Transport Department (arms (reverse inscription not supplied)	.20
Shipley 670				
A o	Brass	25 Sd	Shipley & District Tramways 1d. Joseph Speight Proprietor 1d.	1.00
Silloth 680				
A o	Copper	39 Sd	Silloth Bay Steam Navigation Company Limited (boat) (blank)	1.00
Southampton 690				
A o	Zinc	8q Sd	Itchen Bridge $\frac{1}{2}$ d. (blank)	.75
B o	Zinc	26 Sd	Itchen Bridge $\frac{1}{2}$ d. (blank)	.75
C o	Zinc	32 Pc	Itchen Bridge 1d. (blank)	.75
D o	Copper	43 Sd	P. Southampton Railway Co. (numerals) (blank)	1.00
E	F-black	25 Sd	Southampton Corporation Tramways (arms) $\frac{1}{2}$ d.	.20
F	C-blue	25 Sd	Southampton Corporation Tramways (arms) 1d.	.20
G	C-green	25 Sd	Southampton Corporation Tramways (arms) 1d.	.20
H	C-yellow	25 Sd	Southampton Corporation Tramways (arms) 1d.	.20
I	C-white	25 Sd	Southampton Corporation Tramways (arms) 2d.	.20
J	C-dk. blue	25 Sd	Southampton Corporation Tramways (arms) 1d.	.20
K	C-red	22 Sd	Southampton Corporation Tramways (arms) Brickwoods The Brewer of Excellent Beer	.20
L	C-white	25 Sd	Southampton Corporation Transport (arms) 1d.	.20
M	C-red	25 Sd	Southampton Corporation Transport (arms) $\frac{1}{2}$ d.	.20
Southend-on-Sea 700				
A	C-white	22 Sd	Borough of Southend on Sea Tramways 1d. (hollow)	.20
B	V-white	22 Sd	Borough of Southend on Sea Tramways 1d. (short 1d)	.20
C	C-pink	22 Sd	Borough of Southend on Sea Tramways 2d.	.20
D	C-dk. brown	22 Sd	Borough of Southend on Sea Tramways 2 $\frac{1}{2}$ d. (hollow)	.20
E	C-dk. blue	22 Sd	Borough of Southend on Sea Tramways 3d.	.20

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor.

P. O. Box 1204
Boston 4, Mass.

VOLUME 5

JUNE, 1951

NUMBER 6

Until September 15, 1951, all mail intended for The Fare Box should be addressed -
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

Readers will notice our new stationery with this issue. It gives our new Boston address. However, please remember that the Boston address does not go into effect until the end of the summer. Until the middle of September, please address all mail intended for The Fare Box to our Tacoma address, given above.

On the trip West, I shall spend a few days in San Francisco, and hope to contact some of the collectors there. We shall be there from Thursday, June 14, to Sunday, June 17. That will be the only stop enroute, although we shall pass thru Omaha, Denver, and Portland, where other collectors live whom we wish we could meet.

Mr. Roland Atwood informs us he will be in Seattle from June 10 to June 24, and his magnificent collection of nearly 7,000 varieties will be along with him.

Mr. H. B. Henry, of Coquille, Oregon, has an excellent suggestion for housing a collection of tokens. He suggests using die-cut cards, and says he can print up and cut the cards for collectors at cost. This may be the bonanza we collectors have been waiting for. We'll have further details of this later.

I notice with regret that Paul Targonsky is joining the dolorous ranks of those who are retiring, for all practical purposes, from the hobby. While he will retain his Connecticut tokens, Mr. Targonsky is selling the rest. I have often wondered what it is that causes collectors to quit. Personally, I believe this is the most fascinating of all hobbies--certainly it is the least expensive.

I think perhaps some of the trouble is that the collector, after reaching a certain number of tokens in his collection, finds they don't come in so fast any more. As we have stressed before, naturally they won't come in unless you go out and dig them up. There's no use sitting in the living room expecting others to send you tokens, unless you have good duplicates for them.

Another of the difficulties tending to cause a loss of interest may be the present "commercialism" in the hobby. Whereas before it was next to impossible to get any token for cash, now hundreds of rare tokens may be had for money, albeit for a very high price. The high prices apparently tend to discourage some collectors who harp back to "the good old days". But they seem to forget that in "the good old days" you simply couldn't get tokens for cash, all was trading then. At any rate, if you don't want to pay the price, you can always go out and find them yourself. The money prices are essentially for those who don't bother to find any new hoards themselves. Meanwhile, I believe token prices are beginning to stabilize as supply catches up to demand. And the hobby continues to grow: for every one that drops out, three new ones come to take his place.

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AUCTION RULES

1. Auctions shall be conducted by American Vecturist Association through an Auction Committee appointed by the President. Such auctions shall be conducted at such times and places as the Committee may decide, and notice thereof shall be given to the members of A.V.A. by timely publication in The Fare Box. Such notices shall specify lot numbers, the contents of each lot by Atwood Check List designations, and the latest Check List valuations of each lot. The condition of all material shall, unless otherwise noted, be understood to be fine or better.

2. Material for said auctions, acceptable to the Committee, may be submitted by any member of A.V.A., who shall lot the same in a manner acceptable to the Committee. All such material shall be sold without reserve or minimum bid. The consignor shall receive the proceeds realized, less ten per cent retained by A.V.A. as its commission.

3. Bids shall be made by mail only, and shall be contained in a post-paid envelope addressed to the designated person and place. Said envelope shall have on its face the following: "A.V.A. Mail Auction Bid." Bids may be submitted by members only. Bids shall be by lot and not by piece. No "buy" or "unlimited" bids shall be accepted. All bids received shall be opened at the designated time and place by the person to whom they have been addressed, in the presence of at least one other member of A.V.A. Any members present shall have the privilege of examining any or all bids submitted for that auction.

4. Lots shall be awarded to the highest bidder, and in the event of a tie, to the bid bearing the earlier postmark. It shall be understood that by making bids, a member agrees that he will promptly pay for all lots for which he is the successful bidder, plus actual cost of mailing and insurance. The purchaser shall not be required to pay any commission or service charge.

5. The results of each auction shall be published in The Fare Box as soon as possible thereafter, giving lot numbers and the amount of the respective successful bids.

As we have been appointed a Committee to conduct mail auctions we have decided to have one in August, 1951. We will use the same rules as in previous auctions of A.V.A., which we have asked Mr. Coffee to reprint for the benefit of all members, new and old.

Envelopes with tokens submitted for A.V.A. auction shall be marked "A.V.A. Auction" and will be held and opened at designated time, June 30, 1951, with at least two of the three committee members present. Tokens which receive no bid will be returned to consignor.

Mail tokens for the A.V.A. Auction (to be held August 18) to Floyd O. Barnett 2731 Lyndale Avenue South, Minneapolis 8, Minnesota. June 30 will be the last day tokens will be accepted for this auction.

- A.V.A. AUCTION COMMITTEE
Floyd O. Barnett (chairman)
Quincy A. Laflin
Kenneth W. Snyder

New Issue misplaced in Supplement:
SOUTH CAROLINA

Charleston 240 (reported by John G. Noccolosi)

C WM 29 Ch Gray Line Charleston, S.C.

Good For One Fare Charleston Sullivans Is.

\$0.35

Let's Get Acquainted. All mail will receive prompt reply. I have for sale Baltimore MD 60 A-B-C-S-T at \$1.25 each, or all 5 for \$5.00, cash. Any takers? Also have some old paper tickets, description on request.

Kenneth E. Purdy - 17 Village Road - Pikesville 8, Maryland

Will pay double list for Ind 20 C; 180 B; 390 A; 450 A B C D; 460 A B C M; 510 A B C D E; 520 A; 610 B C; 980 A B C; 995 A B. Ky 270 A B C; 640 A B C D; 680 A B C D. Ivan B. Cline - 911 West Michigan Street - Evansville 11, Indiana

SELLING OUT my entire collection (except Connecticut) to the highest bidder above catalog. Over 1,500 different U.S., about 100 foreign, and around 300 duplicates. Complete list available July 1st, to those requesting same.

Paul Targonsky - 46 Norwood Street - Meriden, Conn.

FREE - Indiana 660 A-C-D-E tokens to any collector who sends me a self-addressed 6¢ stamped envelope.

Harold Ford, Jr. - Box 211 - Wadsworth, Kansas

I have a small quantity of the two tokens issued by the Harvel Motor Coach Co., and will send them to collectors desiring them for ten cents each plus a self-addressed stamped envelope.

Arthur D. Jordan, Jr. - 785 Work Drive - Akron 20, Ohio

HORSECAR TOKENS - I have purchased 5 complete sets of the Jackson, Tenn. 375 A B C and D horsecar tokens from a former collector. These I shall sell for cash as follows: Tenn 375 A \$1.25 each; B \$1 each; C \$1 each; D \$1.25 each. A B and D are in beautiful condition. "A" is one of the most beautiful horsecar tokens in existence. Here is your chance to get a set of horsecar tokens at a low price. The supply of these tokens is now exhausted, so they will never again be offered this cheaply.

John M. Coffee, Jr. - 4104 Sixth Avenue - Tacoma 6, Washington

THE HUTCHINSON, MINN., NEW DISCOVERY (An article in the Hutchinson Leader of Nov. 24, 1950)

TROLLEY MAN TRACKS DOWN OLD BUS TOKEN. Because of a bus token picked up in an alley, a Minneapolis streetcar conductor has dug into Hutchinson's past and come up with a bit of history about public transportation around the turn of the century. If that sounds far fetched, now, it won't after you've learned more about Floyd O. Barnett of Minneapolis and Quincy Laflin of St. Paul, both employees of the Twin City Rapid Transit Co.

The story starts quite some time ago, when the two became interested in some of the tokens dropped into their fare boxes. It seems some people figure any kind of token is good for a ride. Anyway, Barnett one day happened to see a news story about a token collector and got in touch with him. He learned more about the hobby and got a catalog listing tokens. A couple of weeks ago he talked to Gladys Kurth who had a few tokens and wanted some information about the hobby. Looking through her tokens he found one from the City Bus and Transit Line of Hutchinson that he had never seen before. She had picked it up in an alley. His curiosity got to bothering him so he and Laflin spent a day in Hutchinson learning something about its history and trying to locate more tokens. Talking to several people and consulting the "History of McLeod County," they learned that the livery business and the city bus apparently originated when the Great Northern and Milwaukee RRs came to Hutchinson in 1884. They couldn't find out, however, who operated the bus and transfer line from that time until around 1898, when Chadderdon and Traver operated it. William H. Sensecall in June of 1898 bought out the livery bus and transfer business of Peter Christensen and ran it until December of 1898, when it burned down and was a total loss. He then bought out Padden and Peterson and ran that business until Sept. 7, 1914, when he retired. Bent Jensen came into the picture in 1915 by buying out Sensecall. Then Rasmussen bought in with Jensen about September 1916. Horses were used up to 1917, when gas buses were used.

Tokens were inaugurated in 1917 and were used only for a short time. The fare was 25 cents and a token was issued for the return trip from the hotel to the depot. Then Rasmussen sold to Ben Jensen in 1919. Jensen in turn sold out to E. Belter, who operated the bus only about a month, as told to Barnett by John Christenson. Christenson bought the City Bus and Transfer line from Belter that same year.

HUTCHINSON DISCOVERY (continued from preceding page).

The equipment then included a horse-drawn bus and a Studebaker motor bus. He operated the motor bus until 1921 when it started using a touring car. However, he also continued using the horse-drawn bus until the winter of 1927. The City Bus and Transfer line was discontinued in 1928, Barnett learned.

Despite having acquired some historical background, Barnett and Laflin were unable to find any tokens here to add to their collection. Anyone having one of the tokens or similar tokens is invited to get in touch with Barnett at 2731 Lynedale Avenue So., Minneapolis.

SECOND QUARTERLY MEETING OF PITTSBURGH DISTRICT TOKEN COLLECTORS

Sunday afternoon, April 15, 1951, the original 5 members (Bill & Corinne Black, H. C. Bartley, John Mackie, and Bill Eisenberg) held their second meeting. This time in Room 1208 House Building, Pittsburgh, secured by Bill Eisenberg. The guest as this gathering was A.V.A. member Arthur Jordan, of Akron, Ohio. Mr. Jordan brought along a good sized batch of duplicates which were eagerly snapped up by the Pittsburgh members.

Several items of local interest were discussed and plans were made for next meeting Sunday, July 15. It is hoped that all interested persons in the vicinity of Pittsburgh will attend.

Several pictures of the group were taken by Bartley and Mr. Jordan. Everyone was sorry when adjournment time came.

- H. C. Bartley

PITTSBURGH COLLECTORS TO MEET IN JULY

The Third Quarterly meeting of the Pittsburgh District Token Collectors will be held Sunday, July 15, 1951, in Room 1208 House Building - 4 Smithfield Street, Pittsburgh. It is across from the Union Bus Terminal and B & O Station at Smithfield & Water Streets. All collectors will be welcome. For further details contact William E. Eisenberg (AVA 111) - 2717 West Carson St. - Pittsburgh 4, Pa.

ARRANGEMENTS FOR A.V.A. CONVENTION IN AUGUST

The following arrangements have been made for the A.V.A. Annual Convention which is to be held August 18 and 19, 1951: Headquarters. Space for a meeting and exhibits has been arranged at the Pickwick Hotel. This is on Magee between 9th and 10th. The hotel has a large garage in the same building, and is centrally located in the downtown area. Reservations may be made direct to the hotel or to Frank Greene. If dinners or luncheons are desired, they can be arranged if the wants are made known in time.

Entertainment. Shelter House No. 8 at Swope Park has been reserved for Sunday August 19, from 11 a.m. to 5 p.m. This will provide shelter for 100 persons. There are tables and seats which can be used for displays, trading, and for picnic lunches. Lunches may be brought from town or secured at nearby stands. The Starlight Theater with light opera will be open for 11 weeks in Swope Park, including the night of August 19. Park maps are available.

This announcement will be repeated in the next two issues of The Fare Box.

Supplement to the National Check & Premium ListBy Roland C. AtwoodARKANSAS

West Memphis 975 (R.C.A., Gladys I. Kurth)
 A WM 23 Ch West Memphis Transportation Co. WTC \$0.25
 Good For One Fare Between Memphis Marion, Arkansas
 1549 B Bz 23 Ball West Memphis Transportation Co. WMTc .20
 Good For One Fare Between Memphis and West Memphis

GEORGIA

Twin Lakes 905 (R.C.A.) (formerly listed as Unidentified Token #29)
 A o A 19 Po Twin Lakes .50
 Good For One Ride

ILLINOIS

Arlington Heights 20 (reported by A. D. Jordan, Jr.) (formerly Unident. 42)
 A Bz 16 Bar Harvel Motor Coach Co. (bus) .10
 Good For One Fare (bus)
 B WM 16 Bar Harvel Motor Coach Co. (bus) .10
 Good For One Fare (bus)

INDIANA

Clinton 160 (reported by M. B. McRobie) (formerly Unidentified #43)
 A B 16 Bar City Bus Line (bus) .10
 Good For One Fare (bus)

MINNESOTA

Hutchinson 400 (reported by Gladys I. Kurth)
 A o A 33 Sd City Bus and Transfer Line Hutchinson, Minn. Good
 For Return Trip Jensen & Rasmussen 3.50
 (blank)

NEW YORK

New York 630 (reported by Max M. Schwartz)
 AT WM 23 Sd New York City Transit System Mahnattan Bus Div. Transfer
 Token .15
 Issued in Exchange For Transfer
 AU WM 23 Sd Avenue B & East Broadway Trans. Co. (bus) .15
 Transfer Exchange (bus)

NORTH CAROLINA

Newton 620 (reported by Max M. Schwartz)
 A WM 23 Bar Conover - Newton Bus Line (bus) .10
 Good For One Fare (bus)

PENNSYLVANIA

Chambersburg 175 (reported by C. J. Cook)
 B WM 16 Sd Couchman Transit Service Inc. (bus) .10
 Good For One Fare (bus)
 Clearfield 200 (Reported by Ralph Freiberg)
 D WM 21 F Fullington Auto BusCo. Inc. .15
 Good For One Fare

VERMONT

Burlington 180 (Reported by C. J. Cook)
 B WM 16 Tr Burlington Rapid Transit Co. Inc. BRT .10
 Good For One Fare BRT

WASHINGTON

Renton 745 (reported by Paul Fouts)
 A B 16 R Renton Transit System .15
 Good For One Fare

WISCONSIN

Fort Atkinson 230 (R.C.A.)

A	WM	23 Bar	Ft. Atkinson Transit Lines Inc. (bus)	\$0.10
			Good For One Adult Fare (bus)	

Marshfield 440 (reported by Max M. Schwartz)

A	Bz	16 Ball	Inter Transit Marshfield, Wis. MW	.15
			Good For 1 Adult Fare MW	

B	WM	23 Ball	Inter Transit Marshfield, Wis. MW	.10
			Good For 1 Student Fare MW	

FORTO RICO

San Juan 640 (reported by Chris J. Cook)

D	WM	16 Ball	PRTA PRTA	.10
			Good For One Fare PRTA	

UNIDENTIFIED (reported by Chris J. Cook)

WM	16 Bar	Colonial Transit Co. Inc. (bus)	.10
		Good For One 10¢ Ride (bus)	

(this token originally thought to be Fredericksburg, Va., but the company there says it is not)

NEWLAND

Halifax 300 (reported by E. L. Kimmons)

C	C-dk. blue	22 Sd	Hx. Corpn. Passenger Transport 1d.	.20
			(arms and motto)	

Hull 350 (reported by Basil Brandon)

CH	C-green	Hx Sd	Hull Education Committee (arms)	.20
			1½d.	

Maidstone 490 (reported by Basil Brandon)

M	o Aluminum	38 Sd	Maidstone Corporation Transport Department No.--	
			Workman's Pass Not Transferable Available Only	
			During Specified Hours	
			(Manufacturer's Name)	1.00

SCOTLAND

Aberdeen 100 (reported by Eroy L. Kimmons)

AD	C-violet	22 Sd	Aberdeen Corporation Tramways (arms)	.20
			1½d.	

AF	C-brown	22 Sd	Aberdeen Corporation Tramways (arms)	.20
			G.P.O.	

WALES

Swansea 850 (reported by Basil Brandon)

D	Brass	29 Sd	The South Wales Transport Co. Ltd. 2d.	.50
			County Borough of Swansea Police	

E	Brass	29 Sd	(like D but 1½d.)	.50
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F	Brass	29 Sd	(like D but 1d.)	.50
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G	P-maroon	26 Sd	Swansea Improvements & Tramways Co. 1d.	.50
			(same as obverse)	

H	P-maroon	26 Sd	(same as G but 1½d.)	.50
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I	P-maroon	26 Sd	(same as G but 2d.)	.50
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J	P-maroon	26 Sd	(same as G but 2½d.)	.50
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K	P-maroon	26 Sd	(same as G but 3d.)	.50
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L	P-red	Sq Sd	Swansea Improvements & Tramways Co. C 1d.	.50
			(same as obverse)	

M	P-lemon	Sq Sd	(same as L but 1½d.)	.50
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CORRECTIONS - Delete Ark 105 B, no such. Correct NY 630 X to Dd, not Dd-sc.
 Correct Iowa 240 W to read S 16 Bar-pc, like "U"; and 640 X is Vi 24 Sd Muscatine
 City Railway Co. 5¢ One Fare / Chew Glory Plug Tobacco Fred Daut & Co. Agts.
 Tenn 600 J is S 20 Ch (like I); 600 K is Bz 16 M Memphis Street Railway Co. /
 Good For One Fare.

Check List of Foreign Transportation TokensBy Roland C. AtwoodENGLAND

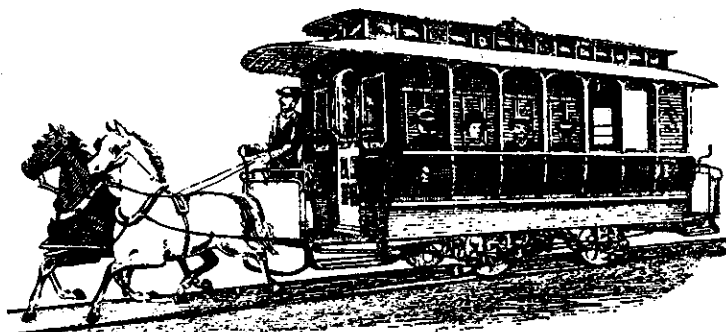
Southend-on-Sea	700	(continued)		
F	C-green	22 Sd	Borough of Southend on Sea Tramways 1 $\frac{1}{2}$ d. (hollow)	\$0.20
G	C-lt.brn.	22 Sd	Borough of Southend on Sea Tramways 2 $\frac{1}{2}$ d.	.20
H	C-lt.grn.	22 Sd	Borough of Southend on Sea Tramways 2 $\frac{1}{2}$ d.	.20
I	V-green	22 Sd	Borough of Southend on Sea Tramways 1 $\frac{1}{2}$ d.	.20
J	V-white	21 Sd	Borough of Southend on Sea Tramways 1d. (long 1d.)	.20
K	C-dk.blue	22 Sd	Borough of Southend on Sea Tramways 3d. (hollow)	.20
L	C-violet	22 Sd	Borough of Southend on Sea Tramways 3d.	.20
M	C-pink	23 Sd	Borough of Southend on Sea Transport 2d.	.20
Southport	710			
A o	C-lt.brn.	22 Sd	Southport Tramways 1 $\frac{1}{2}$ d. Official Token S.C.T.	.20
B o	F-lt.brn.	22 Sd	Southport Tramways 1 $\frac{1}{2}$ d. Official Token S.C.T.	.20
C o	C-green	22 Sd	Southport Tramways Co. Ltd. G.P.O. 1d.	.20
D o	C-red	22 Sd	Southport Tramways Co. Ltd. G.P.O. 2d.	.20
E o	C-red	22 Sd	Southport Tramways 1d.	.20
F o	C-lt.blue	22 Sd	Southport Tramways 1 $\frac{1}{2}$ d.	.20
G o	C-dk.grn.	22 Sd	Southport Tramways 2d.	.20
H o	C-lemon	22 Sd	Southport Tramways 2 $\frac{1}{2}$ d.	.20
I o	C-lt.brn.	22 Sd	Southport Tramways 1 $\frac{1}{2}$ d.	.20
J	C-green	22 Sd	Southport Transport 2d.	.20
K	C-lt.blue	22 Sd	Southport Transport 1 $\frac{1}{2}$ d.	.20
L	C-violet	30 Sd	Southport Transport 10d.	.20
M	C-yellow	22 Sd	Southport Transport 2 $\frac{1}{2}$ d.	.20
N	C-red	22 Sd	Southport Transport 1d.	.20
South Shields	720			
A	C-green	22 Sd	South Shields Corporation Tramways (arms) G.P.O.	.20
B	C-blue	22 Sd	South Shields Corporation Tramways (arms) 1d. (2 var. - large & small $\frac{1}{2}$)	.20
C	C-lt.blue	22 Sd	South Shields Corporation Tramways (arms) 1d.	.20
D	C-red	22 Sd	South Shields Corporation Tramways (arms) 1d.	.20

South Shields 720 (continued)				
E	C-maroon	22	Sd	South Shields Corporation Tramways (arms) ld. \$0.20
F	C-green	22	Sd	South Shields Corporation Tramways (arms) G.R. (crown) G.P.O. .20
G	C-red	21	Sd	South Shields Corporation Tramways (arms) ld. .20
Staffordshire 730				
A o	Bronze	0v	Sd	Staffordshire Potteries Street Railway Co. Limited 1.00 Train's Patent (horseshoe & arch)
B o	Brass	27	Sd	S.S. & B.D.T. Co. Ltd. N (octagonal) (blank) 1.00
St. Helens 740				
A o	Brass	32	Pc	St. Helens Corporation Tramways (blank) 1.00
B o	C-white	22	Sd	St. Helens Corporation Tramways (arms) ld. .20
C o	C-dk. blue	22	Sd	St. Helens Corporation Tramways (arms) ld. .20
D	C-white	22	Sd	St. Helens Corporation Transport (arms) ld. .20
E	C-dk. blue	22	Sd	St. Helens Corporation Transport (arms) ld. .20
F	C-cream	22	Sd	St. Helens Corporation Transport (arms) ld. .20
G o	Copper	32	Sd	St. Helens Canal and Railway Pass Check (engine) 1.00
H	C-white	23	Sd	St. Helens Corporation Transport (arms) ld. .20
I	C-dk. blue	23	Sd	St. Helens Corporation Transport (arms) ld. .20
Stockport 750				
A	C-red	22	Sd	Stockport Corporation Tramways (arms) ld. .20
B	C-red	22	Sd	Stockport Corporation Tramways (arms) ld. .20
C	C-red	22	Sd	Stockport Corporation Tramways (arms) ld. over 1/2d. (shade varieties exist) .20
D	C-dk. blue	22	Sd	Stockport Corporation Tramways (arms) ld. .20
E	C-lemon	22	Sd	Stockport Corporation Tramways (arms) 2d. .20
F	C-blue	22	Sd	Stockport Corporation Tramways (arms) ld. .20
G	C-lt. blue	22	Sd	Stockport Corporation Tramways (arms) ld. .20
H	C-lt. blue	22	Sd	Stockport Corporation Tramways (arms) 1/2d. over ld. .20
I	C-blue	22	Sd	Stockport Corporation Tramways (arms) 1/2d. over ld. .20
J	C-blugreen	22	Sd	Stockport Corporation Tramways (arms) 1/2d. over ld. .20
K	C-red	22	Sd	Stockport Corporation Tramways (arms) 1/2d. over ld. .20
L	C-green	22	Sd	Stockport Corporation Tramways (arms) ld. over 1/2d. .20
M	C-blue	22	Sd	Stockport Corporation Tramways (arms) ld. over 1/2d. .20

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor

P. O. Box 1204
Boston 4, Mass.

VOLUME 5

JULY, 1951

NUMBER 7

Until September 15, 1951, all mail intended for The Fare Box should be addressed:
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

All interest in the A.V.A. is centered on the big convention which is to be held August 18 and 19 at the Pickwick Hotel in Kansas City, Missouri. At the moment, most of the convention site is under water--one of the most tragic floods in American history. However we hope and trust that by next month things will have returned to normal. The hotel is located on Magee between 9th & 10th. By all means be there if possible. It promises to be the largest gathering of collectors ever assembled--outdistancing all others by far. Eleven from the Twin City area have made arrangements to be there. Others who will probably attend will include Ed Levy, Max Schwartz, Eroy Kimmons, Ralph Freiberg, Bill & Corinne Black, Harold Ford.

The A.V.A. auction listed in this issue is the largest fare token auction ever held, and includes many desirable items. Be sure to look the list over carefully, and mail your bids to Mr. Laflin early.

My abject apology to Ed Levy for not running his excellent article on why collectors leave the hobby in this issue. Unfortunately there just is no room this time for anything but a one-page article. Mr. Levy has been told by his physician to give up all confining hobbies, so he will be forced to dispose of his collection. He asks new collectors and all who need the commoner tokens to send him their want-lists. I should have liked to have a 10-page issue this time, but mimeo prices are too high in Tacoma. Two additional pages would have cost \$2 extra, and the added pages would have made the issue weigh over one ounce, requiring additional postage. However, we shall have a super issue next time, if present plans materialize. We can afford one big issue at any rate. After September, of course, all issues will be large. The Convention (August) issue will be 12 or 14 pages, containing an excellent history of Jackson, Miss., horsecar line sent in by Mr. Smith; also an excellent article on Akron's transit history by Mr. Cook; also Mr. Levy's article; and an article on the Louisville & Portland Railroad from an old issue of the Numismatist. The August issue will be mailed out about the 3rd or 4th, so have all your material for that issue, including ads, of course, here by August 1.

On our trip West, we met Basil Brandon and Ralph Freiberg in San Francisco. We examined Mr. Brandon's excellent collection, completely housed in albums. Our train, the California Zephyr, stopped a few minutes in Denver and we tried to contact Toby Frisbee from a telephone on the station platform. Unfortunately he was not home. But we'll see you yet, Toby! We enjoyed seeing all the boys in Seattle again, and Roland Atwood, too. We all had a meeting with Roland and discussed the new check list, about which more will appear in the next issue.

FOR SALE - I have a few of the following: Fla 710 A, 25¢; Ga 50 A, 25¢; Ga 70 A, 25¢; (have both large and small "A" in Ga 70 A); Ga 240 A, 35¢. Will also trade for tokens of equal value.

Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.

I have Ohio 10 A for best offer in trade. Will pay cash for tokens I can use in my collection. Send list and state price wanted.

M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio

WANTED - Mich 605 A to Q, will pay \$1 each. Will pay \$5 for Utah 525 A. \$2.50 for Utah 750 A. \$5 each for Calif 220 A and 615 A.

Basil Brandon - 327 26th Avenue - San Francisco 21, Calif.

I can supply Miss 500 A and B to any collector who needs either of these, for 10¢ each and a stamped, self-addressed envelope.

David H. Smith - 312 Vardaman Street - Jackson 15, Miss.

FROM THE SECRETARY

To My Fellow Vecturists, Greetings: Since my last report in March Fare Box we have added eight new members: (addresses listed in Roster in April): Robert M. Ritterband - Mrs. Martha Louise Barnett - William Liddell - Allen Bruce Maitland - Mrs. Anna M. Butler - Charles B. White - Harold Ford, Jr - and these new ones:

125. Kenneth E. Purdy 17 Village Road Pikesville 8, Maryland

126. Miss Dorothy Augustine 6230 Condon Avenue Los Angeles 56, Calif.

I have also received additional donations to the electric mimeograph machine fund, which bring our total donations to \$300. Mr. Coffee will list these names elsewhere in this issue.

Many of you have sent me letters during the past two years, which contain suggestions for the betterment of this organization. I hope that each of you will be present at our Convention in Kansas City, and we can all thrash out these problems. To those of you who will not be able to attend, I would like to urge each of you to make out a list of suggestions that you think would be of help to this organization. Mail your suggestions to me and I will see that each one of them is read in open meeting.

If nothing happens, your Secretary hopes to meet every one of you at the Pickwick Hotel at Kansas City on August 18, 19, and 20. Won't you plan to attend.

My old friend Harry Bartley of Pittsburgh was a visitor at my home the latter part of June. I enjoyed having Harry very much. You can guess what the subject of conversation was. Any of you other members who happen to be down in this part of the good old U.S.A., drop in and see me. The latch string is always out.

Want to wish every one a most pleasant summer vacation, and may we all get up to Kansas City on time.

- Fraternally yours,
EROY L. KIMMONS, Secretary

Max M. Schwartz, former President of A.V.A., has purchased the collection of Mr. J. C. Johnson, who used to be an officer of the Chicago & Calumet District Transit Company, Inc. His collection included about 3,000 different tokens and about 3,000 duplicates. Among the duplicates were "all the visible supply" of Ind 390 A.

The Seattle Transportation Token Club meets the second Friday of every month at 609 Peoples Building, Seattle. All collectors who are visiting the Puget Sound area at that time are invited to drop in. The next auction will be held at the October meeting.

THIRD AUCTION OF THE AMERICAN VECTURIST ASSOCIATION
To Be Held August 11, 1951

Bids must be received before August 11, 1951; bids should be mailed to Mr. Laflin:

QUINCY A. LAFLIN
1145 ARGYLE STREET
ST. PAUL 3, MINNESOTA

Mr. Laflin has been officially designated to receive bids for this auction, as set forth in the rules adopted. Be sure to mark the envelope plainly with the following: "Bids for A.V.A. Auction". Please enclose no other correspondence with your bid as these envelopes will not be opened until the time set for the auction. The Committee have decided to open the bids before going to Kansas City so that they can give a report of the auction and also have time to participate in the meeting. Prices, with the exceptions of those for lots 124-135, are the latest quotations listed in Mr. Atwood's personal list as of June 30, 1951. Please note there is no minimum bid; you may bid as high or as low as you wish on each lot.

Lot no.	Atwood number	Cat. value	Lot no.	Atwood number	Cat. value
1.	Mich 80 A	\$0.50	44.	Ky 510 AV	.25
2.	Mich 80 A	.50	45.	Ky 510 BE	.25
3.	Mich 225 D & E	.50	46.	Ky 510 BH	.25
4.	Mich 225 D & E	.50	47.	Maine 740 A	.35
5.	Mich 225 F G H	.30	48.	Mass 115 J	3.50
6.	Mich 935 M	.25	49.	Minn 245 A	.25
7.	Mich 935 U	.25	50.	Minn 620 B	1.00
8.	Mich 935 set of 6 35mm.	3.00	51.	Minn 760 H	.75
9.	Mich 935 set of 6 35mm.	3.00	52.	Minn 820 B	.50
10.	Mich 845 D J O V W	.65	53.	Minn 820 C	.50
11.	Mich 530 G J L	.30	54.	N.J. 885 A	.25
12.	Mich 560 A & L	.25	55.	N.Y. 145 A	.25
13.	Mich 680 A G I K	.60	56.	N.Y. 780 C	1.50
14.	Ark 285 B	.50	57.	N.C. 290 A B C	.45
15.	Md 60 A	1.50	58.	N.C. 880 A	.50
16.	Md 60 B	1.50	59.	Ohio 10 C	.35
17.	Md 60 C	1.50	60.	Ohio 10 J	.50
18.	Md 60 D	3.00	61.	Ohio 165 E	.25
19.	Md 60 R	.25	62.	Ohio 175 N	.25
20.	Md 60 S	2.00	63.	Okla 610 B	.25
21.	Md 60 T	2.50	64.	Pa 150 A	.50
22.	Md 60 Y	2.00	65.	Pa 480 A	1.00
23.	Md 60 DD	.10	66.	S.C. 110 A	1.00
24.	Md 60 KK	2.00	67.	Tenn 430 A	2.00
25.	Ala 120 E	.75	68.	Texas 255 D	.50
26.	Ala 220 D G H	.35	69.	Wash 340 D	.75
27.	Calif 205 C	.75	70.	Wisc 170 B	1.00
28.	Calif 535 B	1.00	71.	Wisc 500 B	1.00
29.	Calif 745 C	.25	72.	Wyo 120 E	.25
30.	Fla 300 C	.50	73.	Alaska 450 G	.50
31.	Fla 380 E	.75	74.	Bell Register 14-sc, 15-sc	.20
32.	Fla 380 K	.75	75.	(same) 11-sc, 13-sc	.20
33.	Fla 380 M	.35	76.	(same) 5-sc, 6-sc	.20
34.	Ill 755 B	.35	77.	(same) 8-sc, 10-sc	.20
35.	Ind 180 A	1.50	78.	Canada, Alberta 800 B	.75
36.	Iowa 150 C	.75	79.	Nova Scotia 450 A	1.00
37.	Iowa 300 D	.50	80.	Canada, Ontario 645 B	1.00
38.	Iowa 850 O	.50	81.	Canada, Ontario 860 A	.50
39.	Iowa 930 C	.35	82.	Scotland 100 G & AB	.40
40.	Ky 480 D	.25	83.	Scotland 100 N	.20
41.	Ky 480 E	.25	84.	Scotland 100 S & T	.40
42.	Ky 480 G H I	.75	85.	Scotland 100 U & S	.40
43.	Ky 510 R	2.00	86.	Scotland 200 M	.20

THIRD A.V.A. AUCTION (continued)

Lot no.	Atwood number	Cat. value	Lot no.	Atwood number	Cat. value
87.	Scotland 300 F & T	.40	115.	Minn 760 G	.50
88.	Scotland 450 I	.50	116.	Minn 760 A	1.00
89.	Scotland 450 M	1.00	117.	S.D. 760 A	2.00
90.	Scotland 450 AF & AW	.40	118.	Iowa 930 C	.35
91.	Scotland 450 AH AK AM and 2 types of AJ	1.00	119.	Tenn 375 A	1.00
92.	Scotland 450 AS AY BA	.60	120.	Tenn 375 B	1.00
93.	Scotland 450 BE BF	.40	121.	Tenn 375 C	1.00
94.	Scotland 650 A	.20	122.	Tenn 375 D	1.00
95.	Ireland 200 B (2 types)	.40	123.	Wisc 500 D	1.50
96.	England 40 L N	.40	124.	B 18 Sd - Museum Staden 1862 (blank)	2.00
97.	England 90 I	.20	125.	B 23 Sd - Maria Omnibus (blank)	1.50
98.	England 90 M P	.40	126.	B Ov Sd - Ladugardslandet 1862 Staden/(blank)	2.00
99.	England 140 I & Q	.40	127.	Bz Ov Sd - Ladugards Landet (blank)	1.50
100.	England 500 O	.20	128.	B Ob Sd - Barn Pollett 5 ore (blank)	.50
101.	England 500 Y Z AA	.60	129.	B 25 Sd - Unionen 10 ore (star) (blank)	1.50
102.	England 500 U and 2 types of V	.60	130.	B Ov Ch - Gangron Ofver Norrstrom (1869 bridge)/(bk)	1.00
103.	England 500 AC & AD	.40	131.	B Ov Sd - Stockh-Norra Omnibus 1853/(blank)	2.00
104.	England 500 R and 2 types of Q	.60	132.	B Ob Sd - M H B / 6 ore (2 - thick and thin)	1.20
105.	England 310 A	1.50	133.	WM Ob Ch - M H B / 6 ore	.60
106.	England 420 D E G	.60	134.	WM Ob Sd - M H B / 5 ore (2 - thick and thin)	.60
107.	England 620 A & B	.40	135.	WM 20 Sd - M H B / 3 ore	.30
108.	England 520 P & Q	.40			
109.	England 520 H (2 types)	.40			
110.	England 510 A	.20			
111.	Vienna, Austria, token	.20			
112.	Oslo, Norway (4 tokens)	.60			
113.	Minnesota 540 G	1.25			
114.	Minn 820 A B C D	1.25			

Lots 124 to 135 are tokens of Sweden, all issued prior to 1900. Instead of using a catalogue number, the tokens are described; tokens in lots 124 to 131 have blank reverse; in lots 132 to 135, the reverse is described, being separated from the obverse description by a diagonal (/). Values are suggested catalogue values of Mr. Kenneth Smith, who is America's number one expert on Swedish fare tokens.

AN INVITATION FROM MTT&TC

The Midwest Transportation Token and Ticket Club of Minneapolis extends to all AVA members an invitation to visit us and our meetings if your vacation trip brings you to our city. We hold regularly scheduled meetings on the first Sunday afternoon and evening of the last month of each quarter of the year (March, June, September, and December). Besides these regularly scheduled meetings we also hold several special and informal meetings at other times. During the summer and fall months we are looking forward to and planning picnic meetings in our city parks or other picnic grounds. Such meeting was held on Sunday, July 8, and another is being planned for one of the first Sundays in August. Anyone in the city on vacation or pleasure trip at the time is cordially invited to meet with us and get acquainted. If possible, contact the Secretary of the club, Mr. R. M. Butler, 731 East 26th Street, Minneapolis 4, Minn.

We also extend an invitation to AVA and other transportation token collectors residing in the states of Minnesota, Wisconsin, Michigan, Iowa, North & South Dakota, to become members of our organization if you so desire. Contact the secretary of the club, as listed above for further particulars.

Supplement to the National Check & Premium ListBy Roland C. AtwoodALABAMA

Mobile 560 (reported by Max M. Schwartz)
 V o WM 16 M Mobile Light & Railroad Co. \$0.35
 Good For One Fare 1916
 W o WM 20 X Mobile Light & Railroad Co. 1.00
 Complimentary Pass 1916

CALIFORNIA

Lodi 435 (R.C.A.)
 C o Z 16 L Lodi Transit System .10
 Good For One Fare

CONNECTICUT

Bridgeport 35 (reported by Paul Targonsky)
 J B 16 Sd Bridgeport Auto Transit Co. B .10
 Good For One Fare B
 K WM 16 B Gray Line Bus Co. Bridgeport .10
 Good For One Fare
New London 320 (reported by Cecil Jefferson)
 E Bz 16 Bar G. & S. Traction Company .10
 Good For One Fare (note periods after G and S)

GEORGIA

Milledgeville 630 (reported by Ed Rudolph)
 A Bz 23 Ball Lee B. & T. Suburban Lines L.B.T. .10
 Good For One Fare L.B.T.

ILLINOIS

Lyons 530 (reported by Max M. Schwartz)
 D B 21 Dd Bluebird System, Inc. (bus) .20
 Good For One Fare (bus) (silver-plated)
Paxton 680 (reported by Max M. Schwartz)
 A o WM 23 P Paxton Danville 1.00
 One Ride Purple System

INDIANA

Indianapolis 460 (reported by Max M. Schwartz)
 AB o Bz 15 St-sc Tony Poparad .25
 Good For One Fare

IOWA

Clinton 230 (reported by Max M. Schwartz)
 L Bz 21 Bar Clinton Street Railway Co. (bus) .10
 Good For One School Fare (bus)

MINNESOTA

Blue Earth 110 (R.C.A.) (formerly Unidentified Token #12)
 A o B Sq Sd Graham & Luke Buss Line 3.00
 Good For One Ride From Constans House to Depot
Fairmont 280 (reported by E. L. Kimmons)
 A B 16 Sd Fairmont Transit Corp. Fairmont, Minn. .15
 Good For One Fare

MISSOURI

Springfield 860 (reported by Cecil G. Jefferson)
 G B 23 Bar City Utilities S 1.00
 Springfield, Missouri

OKLAHOMA

Guthrie 380 (reported by E. L. Kimmons)
 A WM 16 G-sc City Bus Co. Guthrie, Okla. .15
 Good For One Fare

TENNESSEE

Nashville 690 (reported by A. P. Webster)
H WM 16 N Southern Coach Lines, Inc. Nashville
Good For One Fare

\$0.10

WASHINGTON

Stanwood 850 (reported by Hal Daggett)
B o A Ob Sd Graham Hotel Stanwood Wash. One Way J.W. Hall H & H 3.50
Good For 5¢ in Trade Hotel to Depot

UNIDENTIFIED (reported by (1) Ed Rudolph and (2) Dave Jordan)

WM 23 Bar Land O' Lakes Bus Company (bus)
Good For One School Fare (bus)
B 18 Sd Gilley's Tri-City Bus Service
(blank)

ENGLAND

Bolton 80 (reported by Basil Brandon)
B o B 33 Sd L. & Y. R. Co. (incuse) 1.00
(blank)
C o Z 33 Pc Thomas Appleton & Co. Turtoh 1.00
(blank)
Dewsbury 230 (reported by A. D. Jordan)
Y Cb 22 Sd Yorkshire (WD) Electric Tramways Ld. (seal) .25
1½d. (light blue)
Z Cg 22 Sd Yorkshire (WD) Electric Tramways Ld. (seal) .25
1½d. (blue-green)
AA Cw 32 Sd Dewsbury Postoffice 1½d. (red letters) .25
(blank)
AB Cr 32 Sd (like AA but black letters) .25
AC Cg 32 Sd (like AA but yellow letters, and 2d.) .25

SCOTLAND

Glasgow 450 (reported by Basil Brandon)
BP Pt 30 Sd M M Ferry 1.00
(blank)

WALES

Swansea 850 (reported by Basil Brandon)
P Pr Oc Sd The South Wales Transport Company Ltd. ld. .25
Corporation of Swansea ld.
Q Pl Oc Sd (same as P, but 2d.) .25
R Pu Oc Sd (same as P, but 2½d.) .25
S Pd Oc Sd (same as P, but 3d.) .25
T Pl Oc Sd (same as P, but 1½d.)

CORRECTIONS

Make Wales 850 H yellow; I brown; J lilac; K blue. Conn 240 C is 24mm., not 29mm. Correct Minn 70 C to read WM 23 Bar, not "A", also add "(bus)" to both sides.

ADDITIONAL DONATIONS TO THE MIMEOGRAPH FUND

We have received additional donations toward purchase of an electric mimeograph machine. The total now stands at over \$300.00. It is now certain that we shall have the machine in September, as soon as the Editor settles down in Boston. The generosity of members has been overwhelming, and many have given a considerable amount. The following have given money since the last list was published, in amounts from \$1 to \$10 each: Leonard J. Stock; Ben Barraclough; A. P. Webster; Don Johns; Chas. Hamilton; Bill & Corinne Black; Frank Greene.

Check List of Foreign Transportation TokensBy Roland C. AtwoodENGLAND

Stockport 750 (continued)

N	C-lt.blue	22	Sd	Stockport Corporation Tramways (arms) ld. over $\frac{1}{2}$ d.	\$0.20
O	C-violet	22	Sd	Stockport Corporation Tramways (arms) $\frac{1}{2}$ d.	.20
P	C-dk.red	22	Sd	Stockport Corporation Tramways (arms) ld.	.20
Q	C-pink	22	Sd	Stockport Corporation Tramways (arms) ld.	.20
R	C-lt.blue	22	Sd	Stockport Corporation Tramways (arms) $\frac{1}{2}$ d.	.20
S	P-red	22	Sd	Stockport Corporation Tramways (arms) ld.	.20
T	C-red	22	Sd	Stockport Corporation Tramways (arms) $\frac{1}{2}$ d.	.20

Sunderland 770

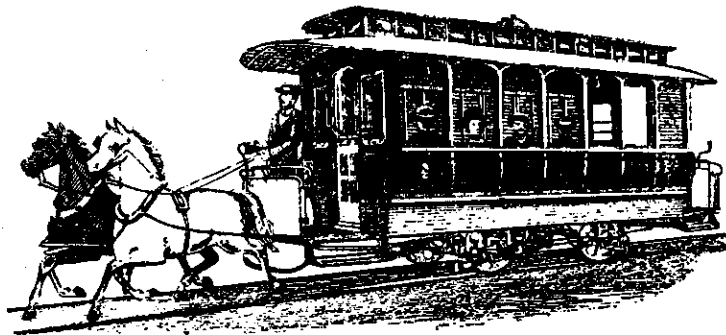
A	o Brass	23	Sd	John Dickinson Engineer Sunderland Ferry (blank)	.75
B	o Brass	23	Pc	John Dickinson Engineer Sunderland Ferry (blank)	.75
C	o Brass	23	Sd	John Dickinson Engineer Sunderland Ferry 2	.75
D	o Brass	23	Sd	John Dickinson Engineer Sunderland Ferry 3	.75
E	o Brass	23	Sd	Sunderland (arms) (blank)	.75
F	o Brass	24	Sd	Sunderland (arms) Bridge Token $\frac{1}{2}$ d.	.75
G	o Brass	24	Sd	Sunderland (arms) (dots around face) Ferry Token	.20
H	o Brass	23	Sd	Sunderland (arms) (circles around face) Ferry Token	.20
I	o Brass	35	Pc	River Wear Commission Pass No.-	1.00
J	o Brass	0v	Sd	S.E.W. Ferry S.E.W. (26 by 37 mm.) (blank) (very thin)	.50
K	o Brass	32	Ch	George Clark Southwick Engine Works Bridge or Ferry (blank)	1.00
L	o Brass	32	Sd	Alfred Simley & Co. Strand Slipway Shipbuilders and Repairers Ferry (blank)	1.00
M	C-blue	22	Sd	Sunderland Corporation Tramways (arms) ld.	.20
N	C-lt.blue	22	Sd	Sunderland Corporation Tramways (arms) ld.	.20
O	C-blugreen	22	Sd	Sunderland Corporation Tramways (arms) ld.	.20
P	C-red	22	Sd	Sunderland Corporation Tramways (arms) $\frac{1}{2}$ d.	.20
Q	C-red	22	Sd	Sunderland Corporation Tramways (arms) ld.	.20
R	C-black	22	Sd	Sunderland Corporation Tramways (arms) ld.	.20
S	C-red	22	Sd	Sunderland Corporation Tramways (arms) Official Pass	.20
T	o Brass	23	Sd	John Dickinson Engineer Sunderland Ferry ld.	.75

Swindon 780				
A o C-dk.blue	22	Sd	Swindon Corporation Tramways (arms) S.B. Cole, Taylor, Clothier Hatter & Hosier	0.20
B o C-lt.breen	22	Sd	Swindon Corporation Tramways (arms) Bray & Co. Milliners, Outfitters Drapers	.20
C o C-yellow	22	Sd	Swindon Corporation Tramways (arms) Chudleighs Milliners Drapers	.20
D o C-red	22	Sd	Swindon Corporation Tramways (arms) ld.	.20
E o C-white	22	Sd	Swindon Corporation Tramways (arms) ld.	.20
F o C-orange	22	Sd	Swindon Corporation Tramways (arms) ld.	.20
G o C-maroon	22	Sd	Swindon Corporation Tramways (arms) ld.	.20
Tynemouth 790				
A o C-white	22	Sd	Tynemouth Electric Tramways (design) ld.	.20
B o C-blue	22	Sd	Tynemouth Electric Tramways (design) 2d.	.20
C o C-red	22	Sd	Tynemouth Electric Tramways (design) 3d.	.20
Wakefield 800				
A o Brass	32	Pc	Yorkshire (West Riding) Electric Tramways Co. Ltd. (blank)	.20
B o Brass	0v	Sd	Yorkshire (West Riding) Electric Tramways Co. Ltd. (blank)	.20
C C-green	22	Sd	West Riding Automobile Co. Ltd. WRA ld.	.20
D C-lt.blue	22	Sd	West Riding Automobile Co. Ltd. WRA ld.	.20
Wallasey 815				
A o Bronze	0v	Sd	Wallasey Urban District Council New Brighton Egremont & Seacombe Ferries Employee Pass on Business (blank)	1.00
B o Brass	35	Sd	Wallasey Urban District Council New Brighton Egremont & Seacombe Ferries Employee Pass	1.00
Wallsall 820				
A F-lt.brown	25	Sd	Wallsall Education Committee Scholars Token ld.	.20
B F-lt.brown	25	Pc	Wallsall Education Committee Scholars Token ld.	.20
C F-dk.blue	25	Sd	Wallsall Education Committee Scholars Token ld.	.20
D F-white	25	Sd	Wallsall Education Committee Scholars Token ld.	.20
E C-red	26	Sd	Wallsall Corporation ld. (arms)	.20
F C-dk.violet	26	Sd	Wallsall Corporation 1½d. (arms)	.20
G C-lt.violet	26	Sd	Wallsall Corporation 1½d. (arms)	.20
H C-lt.brown	26	Sd	Widnesbury Education Committee 1½d. (arms)	.20
I C-green	26	Sd	Widnesbury Education Committee 1½d. (arms)	.20

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor

P. O. Box 1204
Boston 4, Mass.

VOLUME 5

AUGUST, 1951

NUMBER 8

Until September 15, 1951, all mail intended for The Fare Box should be addressed:-
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

Shortly after this issue reaches you, the American Vecturist Association will meet in Convention in Kansas City, Missouri. The Convention is to be held August 18 and 19 at the Pickwick Hotel, located on McGee between 9th and 10th. The next issue will bring news of the meeting as well as the list of prices realized for the big A.V.A. auction which was held August 11.

It had originally been our intention to have a larger-than-usual issue this time to commemorate the convention. This was not found to be necessary, however, because there were so few new issues to be listed, no association business, and only one ad.

If you have been missing the biographies, please be patient. They will be resumed shortly.

There is still some hope of having a new edition of Atwood's Check List printed (i.e., printed in the true sense of the word, and not mimeographed). Mr. Atwood has already begun work on rearranging many listings to chronological order and thousands of corrections have been made. Collectors are urged to send lists of corrections to Mr. Atwood (P.O. Box 621 - Hollywood 28, Calif.). In the event the Check List cannot be printed, a new mimeographed edition will be brought out by the Editor of The Fare Box, work commencing in September if sufficient interest is shown by collectors to finance the venture by advance subscriptions. It is to be hoped, of course, that a printed edition can be produced. Collectors will be kept informed of latest developments regarding the new Check List on this page each issue.

We are indebted to Mr. David H. Smith for sending us the excellent and interesting history of the Jackson, Miss., street railway system. Mr. McCain, the author of the article, is connected with the Jackson Department of Archives and History. We still have a few other similar articles on hand for other cities, and these will be published as we go along. Those of you who are able are urged to send us a similar history of your own transit set-up.

The various short paragraphs on old tokens and their issuing companies found in this issue were taken from an illustrated booklet by Bernard Morganthau, late "Grand Old Man of the Hobby." The booklet is a reprint from the February, 1947, issue of The Numismatist. There is still much more in the booklet which will be published in The Fare Box as we go along, being used to fill up space at the end of articles.

THE FIRST STREET RAILWAY IN JACKSON, MISSISSIPPI

By William D. McCain

The first effort to build a street railway in Jackson was made while U.S. Grant was planning a campaign that was to destroy the city. On January 30, 1863, the mayor and aldermen considered a request from James H. Bowman and R. O. Stevens for a franchise to build and operate a street railway for a period of forty years. The cars were to be drawn by horses or mules and the line was to run from the Confederate House, located at the intersection of Capitol Street and the New Orleans, Jackson & Great Northern Railroad, to the Capitol. The city fathers decided that the question was so important that the citizens should have an opportunity to approve it at an election to be held on February 7. The vote was favorable, the franchise was granted, and Bowman and Stevens bought iron for the rails and started contracting for construction work. However, certain citizens instituted legal proceedings to stop the project, and on February 28, 1863, the promoters announced that the enterprise had been abandoned.

The next effort came in 1867, when the Legislature, by an Act of February 21, granted Joshua Hull the right to organize the Jackson City Railway Company, and build a street railway from the New Orleans, Jackson & Great Northern RR depot to the intersection of State and Amite streets. Hull was enjoined from using steam engines and his franchise was to expire January 1, 1870, if he had not completed the project.

After Hull failed to build the railway, the Legislature, by an Act of July 19, 1870, chartered the Jackson City Railroad Company, with H. Hilzheim, J. Tarbell, and John W. Robinson, as owners. This company was authorized to build a street railway from the N O J & G N RR depot to State Street in the vicinity of the Capitol. The company finally started construction late in 1871, with James A. Hoskins as contractor. The railway was completed and the first mule-drawn cars started running on October 19, 1871. The fare from Edwards House, the western terminus, to the Capitol, the eastern terminus, was ten cents or fourteen tickets for one dollar. Mr. Hilzheim, President of the firm, reported on April 19, 1872, that the railroad was operating successfully and that 38,675 passengers had been carried during the first five months of operation.

The Jackson City Railroad decided in 1875 to extend the line up North State St. On July 2, Hilzheim informed the mayor and aldermen that contracts had been made to extend the railroad up to Archie McGehee's house and requested assistance in the work on the street. On July 16 the city agreed to donate \$500 provided the company would ask for no more contributions. The Daily Pilot noted on July 29 that the turntable at Wither's Hill, one mile north of the Capitol, was being built. The Weekly Clarion stated on August 18, "the iron has been laid...as far as J. Z. George's residence." The extension was being used by September 15, 1875, and the total length of the line was one and seven-eighths miles. Four cars were being operated and the company had ten mules for motive power.

NEW ORLEANS TOKENS DIPPED IN RED ENAMEL

By Eroy L. Kimmons

Recently I received one of the old New Orleans tokens 670 A which had been dipped in red enamel. Being curious of this one, I wrote the New Orleans Public Service Company, inquiring about it. I received a very nice letter from them today, and I quote this sentence from their letter: "Some time ago our company used tokens dipped in red enamel. These 'dipped' tokens were enclosed in a welcome letter which was sent to newcomers to the city of New Orleans."

Will trade metal coin boxes for commoner tokens I need. Some boxes slightly rusty while others more so. Will take 14 to 20 10¢ tokens for each box, depending on condition of box. Some boxes in very good shape.

Harold Ford, Jr. - Box 211 - Wadsworth, Kansas

WHY SOME COLLECTORS LEAVE THE HOBBY
By Edgar Levy

I read with much interest the comments in reference to why collectors quit collecting. As one of those who is about to retire from the fascinating game of collecting fare tokens I would like to add a few comments to those of the editor. I quite agree that there is no hobby that holds more fascination than that of digging up and collecting fare tokens. Inasmuch as I am forced to retire from the fascinating pastime by reasons of health, rather than inclinations, I would like to add a few other reasons why a collector becomes disgusted and quits.

I think that by far the most discouragement comes from discourtesy. While courtesy should not be lacking in any walk of life, I think that it should be displayed more among fellow collectors than ever. I realize that all of us may be as different in our personalities and dispositions as Black is from White, but when it comes to sharing the pleasures of collecting, we should be as alike as the proverbial peas in a pod. As a collector of long standing, if not of merit, I must confess that the most discouraging part of my being a collector was the discourtesy shown by many other collectors. I don't mean the differences of opinion that often come up. There were always such differences and it is my hope that there will always be such differences. That's the only way the real facts of anything can be brought out. What I am referring to is the little common courtesy of answering mail. As all collectors of many years do, I have at times amassed large quantities of duplicate tokens. And, I have also brought to the attention of other collectors many unlisted or unknown items. At times, I have purchased collections in order to acquire one item in which I was interested. In trying to snare these duplicates with others, I have written letters to many collectors offering to help them with their collections with the duplicates I had. It has always been a source of mystery and wonder to me as to why these collectors to whom I wrote did not have the courtesy to purchase a penny postcard either to tell me they were interested or to tell me to go to hell and mind my own business. Because of the fact that I made it a habit to answer every piece of mail sent to me and they were many, believe me, my health broke down and my doctor told me in plain words either to quit all indoor hobbies or else. I have but recently returned from a 30 day trip to the West Coast and though the temptation was great, I promised that I would not do any token hunting nor look up any collectors. However, I did take a trip to Centralis, Wash. to attend the convention of the Northwest Coin Association, hoping to meet some of the Seattle Club members, but saw only one. Upon my return to my home, I found a huge quantity of mail and though it is forbidden, I won't rest until I have answered every one of those letters.

To those few who did answer my letters and continued the correspondence, I think their courtesy to me has paid dividends. As I received tokens they were shared with them and in return I have received tokens from them. It may be that there are some who are so continuously busy that they can't answer mail immediately upon receipt of same. However, if anybody is so busy that he cannot scribble a few words on a postcard to say he received a letter, then such people are just too busy to be successful hobbyists. In the article, mention is made of those collectors who "harp back to the good old days" when trading tokens was the thing to do. As I have written many times of those days perhaps I am one of those whom the Editor had in mind. However a high price for a token never deterred me from acquiring it, if I wanted or needed it. And I might mention right now that if anyone thinks prices are high for tokens, he will be surprised beyond measure when he sees what they will sell for later. Why everybody squawks about prices is something I'll never quite understand. Either you are a collector or you're fooling. If you are a collector and get a bang out of the hobby it's a certainty that you want your collection to grow. You cannot expect to match or acquire a collection such as Mr. Atwood's with just the dime store variety. And don't ever kid yourself that only the vecturists are out for the available tokens. If it were possible for any of you to get a look at the collections of some of the big names in numismatics, you will find fare tokens, only in their nomenclature they are store cards. I have had my ears pinned back because I wouldn't sell tokens to most collectors. The main reason for my refusal was that I wanted to have collectors get off their backsides and do some hunting. Which would have not only

stirred their interest, but would also bring in lots of hidden tokens. There is no fun in sitting back and waiting for auctions to bring you the tokens you need. Ninety-five percent of the fun is in locating them yourself. That's why I always tried to track down any rumor I heard about tokens. If I was successful, I had something with which to trade. Another discouraging aspect, to me at least, is the habit of some collectors who, when discovering a few or a hoard of tokens, instead of checking the want-lists on file with them, immediately send them to the auction lists or take an ad to offer them as they see fit, but courtesy would allow them to write to those collectors who have filed a wantlist and tell them they have so and such and do they have anything to trade for same. Nine times out of ten the owner would have received its equal in another token. Inasmuch as the owner of the tokens in question would be willing to pay cash for some other token he needed, I cannot quite get the haste in advertising them for sale. I don't know the reasons for the retirement of some of the other collectors who have quit, but I know this, if I did not have a great love for the hobby, some of the things I have mentioned would have made me disgusted long ago. I like to think that collectors are a special brand of people. They carry the same thoughts that you or I do and for that reason should be treated with more courtesy than the ordinary person. During my tenure as a member of the Executive Board it was part of my duties to vote upon the acceptance of the applications of new members. Being a member of many fraternal bodies, it always pleased me to receive a letter from the head of the organization welcoming me to their company. I tried to do this when the names of new members were sent to me for my approval or disapproval. I made it a point of business to write each new member a letter of welcome and to suggest that if I or any other member could be of help in any way, not to hesitate to call on us. I tried to point out that the best way to acquire the tokens they may need was to make copies of a want-list and send them to several members as many of them had duplicates they would be glad to trade or sell as the case may be. As I always thought that if the head of any of the organizations I joined had the courtesy enough and the time to sit down and write me a letter of welcome, I could not be less courteous than he, and I wrote him a letter of thanks. I don't know whether the other members of the Executive Board did this or how they fared, but I do know this, had I received one letter from any of those to whom I had written, I would have considered the time well spent. It's possible that they may have gotten the idea that I was trying to talk them out of their tokens, but I guess I was fortunate in that I never had to use any but straightforward methods to accumulate the collection I now have. Disposing of them is going to be much harder I think. I doubt if anyone would think of purchasing the collection as a whole inasmuch as all of my library on the subject will go along with them. As there may be many new collectors who may need some of the lower end tokens in my collection I would like to suggest that they send me their want-lists and I'll try to divide them up so that as many as possible will share in them.

I have already written to a few old friends of my decision and strangely enough most of them wrote me that "old token collectors never die, they just fade away." I hope not to die or to fade away either, for I intend keeping up my membership in the A V A just to see what goes on. Hope I see you all in Kansas City if the aureomycin holds out and I can still totter.

On March 30, 1880, in Lynchburg, Va., work was started on the city's first streetcar service. It was finished October 19, and six horsecars started out on the same day. In 1889, a charter was granted for an electric railway known as the Belt Line Road. It did not go into operation until May 21, 1891. The Rivermont Company and the old Lynchburg Company were merged in 1901 to form the Lynchburg & Rivermont Street Railway Co., which issued Va 500 A.

The Rochester & Brighton RR Co., a horse-powered affair, was incorporated May 31, 1862. Operations began in 1863. In 1890 it was succeeded by the Rochester Railway Company (electric). These companies both issued tokens depicting their respective modes of transportation, the former a horsecar, the latter a trolley car.

Supplement to the National Check & Premium List

By Roland C. Atwood

ILLINOIS

Galesburg 350 (reported by Paul Ginther)
 G WM 16 G-sc Galesburg City Lines, Inc. \$0.10
 Good For One Fare (copper plated)

OHIO

Hamilton 385 (reported by Paul Ginther)
 B WM 16 H-sc Hamilton City Lines, Inc. .10
 Good For One Fare (brass plated)

OREGON

Eugene 240 (reported by Frank Guernsey)
 C WM 23 Pc Oregon Motor Stages OMS .20
 Good For One Fare Eugene and Springfield OMS

PENNSYLVANIA

Johnstown 495 (reported by John Nicolosi)
 N Bz 20 W Westmont Borough Inclined Plane .10
 Good For One Fare (no dots on reverse)
 (delete former listing for "N", as it is only a shade variety of "K")

TENNESSEE

Memphis 600 (reported by David H. Smith)
 M Bz 16 M Memphis Street Railway Co. .10
 Good For One Fare (silver-plated)

IRELAND

Belfast 150 (reported by Basil Brandon)
 V Pr 26 Sd Belfast Corporation Tramways (arms) .20
 1ld.
 W Pr 26 Ch Belfast Corporation Tramways (arms) .20
 1ld.
 X Fl Ob Sd Belfast City Tramways Abercorn Basin and Queens Road
 Terminus .20
 Harland & Wolff Ltd. Belfast Works (light brown)
 Y Fr 22 Sd Belfast City Tramways 1d. .20
 Workman Clark & Co. Ltd. Engine Works
 Z Cb 22 Ch Belfast City Tramways (arms) .20
 1d.

WALES

Swansea 850
 C - correct the value to 50¢ instead of \$1.00 as formerly.

NOTES ABOUT OLD TOKENS

The Jamestown (N.Y.) Street Railway Company was incorporated on August 25, 1883. A franchise was granted on February 9, 1884, and track laying began on May 2 of that year. June 19, a span of horses drew the city's first cars along the rails. June 11, 1891, the first electric car began operations. Fare tokens were introduced at the time of the first electric cars.

The first permanent settlement in Northern Montana was a trading post in 1846. Fort Benton, which proved the gateway to this rich country, did not become active until 1860, which probably accounts for this date appearing on the fare tokens of the Baker Street Ferry. The ferry was actually in operation from 1882 to 1886, when a bridge replaced it.

The Gettysburg Electric Railway of Gettysburg, Pa., began operations in 1883. The line extended from the railroad depot to Little Round Top on the battlefield.

A BRIEF HISTORY OF THE LOUISVILLE & PORTLAND RAILROAD TOKEN
By H. Glover Bennett

- from The Numismatist of November 1917 -

The Lexington & Ohio Railroad was the pioneer railway in Kentucky and the first to enter Louisville. When its company was chartered in 1830, there were but 23 miles of steam railway in operation in all the land. The first spike of the L & O was driven October 21, 1831, in Water & Mill streets, Lexington. But things neither started nor progressed so well at the Louisville end of the road. Disputes arose early and continued late between the directors, city authorities and citizens, as to the location of the road at the Louisville end. Finally an appeal was made to the legislature to settle the difficulty, and a law was passed in 1833 empowering certain citizens to determine the streets through which the road was to pass thru the city. In 1838 this end was completed from Portland, a suburb, and Louisville could boast of a railroad with a locomotive dashing over its three-mile distance, much to the annoyance instead of the joy of those who lived along the line.

The first train ran from Portland to Sixth & Main streets February 29, 1838. The road was declared to be a nuisance, endangering life and injuring business, and it would never succeed in the midst of a hostile people anyway, so it was transferred by the State of Kentucky (which had become owner by foreclosing a lien for \$150,000 furnished the company in 1833) to a corporation entitled the Louisville & Portland Railroad Company, in 1844. The L & P afterward transferred the road to Isham Henderson who converted it into a street railroad operated by mule power, and it was the first 3 miles of street railway in the U.S. Henderson ran it under the same name.

I understand that this railroad issued 3 varieties of tokens: the 15¢, a 10¢, and a 5¢. The 5¢ and 10¢ were smaller than the 15¢ and were used according to distance the passenger rode. The 15¢ token was good for one through fare from one end of the line to the other, or to or from any point in the city outside of regular omnibus route. There is a peculiarity about it in that the spelling of "deposit" occurs on both sides. It is listed in Dr. Wright's AMERICAN STORE CARDS No. 630, and is rare.

In 1859 Mr. Richard Deering published a thin octavo volume of 100 pages on Louisville, which informs us that "a spacious wharf has been constructed at public expense at Portland and horsecars were running from 12th street to this wharf and the ferry landing there, connecting 12th and Main streets with omnibuses for Wenzel street at eastern end of the city. These are as yet the only regular lines of street conveyance in the city."

John H. Bodenbender is today the only surviving driver of the old omnibus line. The writer had a very interesting talk recently with Mr. Bodenbender, who has passed the 80 year mark and is still well and active. He says that in 1864 the L & P extended its tracks from 12th & Main streets up Market street to the east end of the city and at that time stopped running omnibuses. A picture in an old Louisville directory shows horses were used for both streetcars and buses, but Mr. Bodenbender claims that mules alone were used except for extra runs, especially runs made at night after 12 o'clock. In order to give the mules a good rest horses were used on these extra runs. Each of the buses bore a distinguishing name. That of the bus driven by Mr. Bodenbender was Rosenkranz. Many distinguished people traveled on the bus with Bodenbender, among them was the famous Jim Porter, known as the Kentucky Giant, being 7 feet 8 inches tall. Porter was celebrated by Charles Dickens in his American Notes. The L & P Railroad was the forerunner of the present Louisville Railway Company, which operates all the streetcars in this city.

The Portage Lakes Bridge Co., Houghton, Mich., built a timber toll-bridge across the Portage Lake from Houghton to Hancock, completing it in April, 1876. It was eventually taken over by the county and ceased to be a toll affair.

Check List of Foreign Transportation TokensBy Roland C. AtwoodENGLAND

Wallsend 830

A	C-lt.green	22	Pc	The Tyneside Tramways & Tramroads Company TTTTCo 1d.	\$0.20
B	C-white	22	Sd	The Tyneside Tramways & Tramroads Company TTTTCo 1d.	.20

Walthamstow 840

A	o C-black	22	Sd	Walthamstow Electric Tramways WETCo 1d.	.20
B	o C-lemon	22	Sd	Walthamstow Electric Tramways WETCo 1d.	.20
C	o C-blue	22	Sd	Walthamstow Electric Tramways WETCo 1d.	.20
D	o C-dk.blue	22	Sd	Walthamstow Electric Tramways WETCo 1d.	.20
E	o C-yellow	22	Sd	Walthamstow Electric Tramways WETCo 1d.	.20
F	o C-red	22	Sd	Walthamstow Electric Tramways WETCo 1d. (2 var. - wide and narrow "1")	.20
G	o C-pink	22	Sd	Walthamstow Electric Tramways WETCo 1d.	.20

Warrington 850

A	C-white	22	Sd	Warrington Corporation Tramways (arms) Errand Boy Under 16 Years 1d.	.20
B	C-yellow	22	Sd	Warrington Corporation Tramways (arms) Errand Boy Under 16 Years 1d.	.20
C	C-lemon	22	Sd	Warrington Corporation Tramways (arms) Errand Boy Under 16 Years 1d.	.20
D	C-blue	22	Sd	Warrington Corporation Tramways (arms) 1d.	.20
E	C-dk.blue	22	Sd	Warrington Corporation Tramways (arms) 1d. (2 var. - wide & narrow "1")	.20
F	C-lt.blue	22	Sd	Warrington Corporation Tramways (arms) 1d. (3 var. - large, medium, & small "1d.")	.20
G	C-red	22	Sd	Warrington Corporation Tramways (arms) 1d.	.20
H	C-black	22	Sd	Warrington Corporation Tramways (arms) 1d.	.20
I	C-v.dk.blue	22	Sd	Warrington Corporation Tramways (arms) 1d.	.20
J	C-v.lt.green	22	Sd	Warrington Corporation Tramways (arms) 1d.	.20
K	C-violet	29	Sd	Warrington Corporation Transport 1d. 1	.20

Whitburn 860

A	o Brass	51	Pc	The Whitburn Coal Co. Ltd. Railway Pass (numerals) (blank)(2 var. - with & without numerals)	1.00
B	o Brass	51	Pc	The Harton Coal Company Limited Workman's Pass This Pass Only Available When Traveling to or From Work	1.00
C	o Brass	0v	Pc	The Harton Coal Company Limited Workman's Pass Railway and Lamp Pass (numerals) This Pass Only Available When Traveling to or From Work	1.00

Wigan 870

A o C-dk.blue	22	Sd	Wigan Corporation Tramways (arms) ld.	\$0.20
B o C-dk.green	22	Sd	Wigan Corporation Tramways (arms) ld.	.20
C o C-brown	22	Sd	Wigan Corporation Tramways (arms) ld.	.20
D o C-orange	22	Sd	Wigan Corporation Tramways (arms) ld.	.20
E o C-cream	25	Sd	Wigan Corporation Tramways (arms) ld.	.20
F o C-white	25	Sd	Wigan Corporation Tramways (arms) ld.	.20
G o C-blue	22	Sd	(arms) ld. (2 var. - wide & narrow 1)	.20
H o C-red	22	Sd	(arms) ld.	.20
I o C-white	22	Sd	(arms) ld.	.20
J o C-brown	22	Sd	(arms) ld.	.20
K o C-white	25	Sd	(arms) ld.	.20

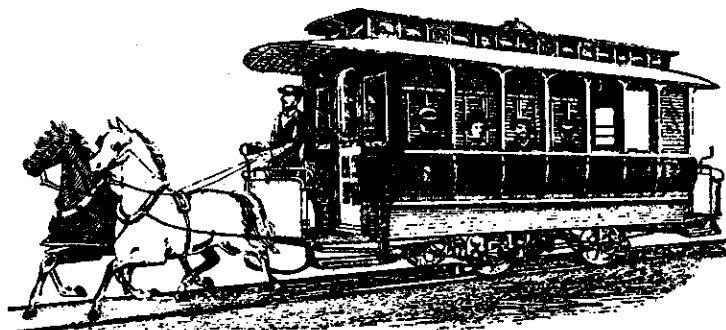
Wolverhampton 880

A o F-black	32	Sd	Wolverhampton Corporation Tramways Education Dept. ld.	.75
B o F-black	32	Sd	Wolverhampton Corporation Tramways Education Dept. ld.	.75
C o F-maroon	32	Sd	Wolverhampton Corporation Tramways Education Dept. ld.	.75
D o F-brown	32	Sd	Wolverhampton Corporation Tramways Education Dept. ld.	.75
E o Brass	27	Sd	Wolverhampton Corporation Tramways Postal Official ld.	.75
F o Brass	27	Sd	Wolverhampton Corporation Tramways Postal Official ld.	.75
G o Brass	27	Sd	Wolverhampton Corporation Tramways Postal Official 3d.	.75
H o Brass	26	Sd	Wolverhampton Corporation Tramways Postal Official ?	.75
I o Brass	27	Sd	Wolverhampton Corporation Transport Postal Official ld.	.75
J Brass	26	Sd	Wolverhampton Corporation Transport Postal Official ld.	.75
K V-red	25	Sd	Wolverhampton Corporation Transport 2 $\frac{1}{2}$ d.	.20
L F-black	25	Sd	Wolverhampton Corporation Transport ld.	.20
M V-green	25	Sd	Wolverhampton Corporation Transport ld.	.20
N V-yellow	25	Sd	Wolverhampton Corporation Transport ld.	.20
O V-blue	25	Sd	Wolverhampton Corporation Transport 2d.	.20
P F-brown	32	Sd	Wolverhampton Corporation Transport Education Dept. ld.	.25
Q F-black	32	Sd	Wolverhampton Corporation Transport Education Dept. ld.	.25
R F-maroon	32	Sd	Wolverhampton Corporation Transport Education Dept. ld.	.25

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J. M. Coffee, Jr.
Editor

P. O. Box 1204
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VOLUME 5

SEPTEMBER, 1951

NUMBER 9

On Sunday, September 16, we leave the Pacific Northwest via the Great Northern for the East. We shall spend a day in the Twin Cities, where we hope to meet some of the collectors there. So address all mail from now on to the Boston address which is given in the masthead (P.O. Box 1204 - Boston 4, Massachusetts). This will serve as our permanent address for a number of years to come, we hope.

It is with deepest regret that we must report that Harry C. Bartley, our Pittsburgh friend, was seriously injured when the car in which he was riding skidded off the road and hit a pole near Frederick, Maryland. He spent two weeks in the hospital, and is now home where he must spend four more weeks before the casts on his right arm and leg are removed. Harry had planned on attending the Kansas City convention, and regrets missing his friends and fellow collectors. Although he will be unable to answer, I am sure Mr. Bartley will greatly appreciate hearing from all collectors. His address is 7012 Ohio River Blvd. - Pittsburgh 2, Pa.

Mr. Eroy L. Kimmons, our Secretary and now a candidate for President, has now joined that very exclusive group of collectors who can boast of having over five thousand varieties in their very enviable collections. Eroy's total, 5,100. To the best of our knowledge, there are only two other members of this group, Atwood and Smith. Any others? Let me know and I'll publish your name.

The Kansas City meeting was a great success, and you will find a detailed report of that meeting in this issue. It is especially gratifying to note that there will be some choice for each office for 1952. We have been fortunate to have had excellent officers in the past, and the entire slate so far nominated is excellent. Either Mr. Kimmons or Mr. Cline, I am sure, will make a fine Chief Executive for us. The meeting next year will be in Colorado Springs, and you have a whole year to make your plans for attending.

This issue contains the list of prices realized for the A.V.A. auction held August 12. Wise collectors who want to keep abreast of values will study the list carefully. The description of the lots will be found in the July issue, extra copies of which are still available here at 15¢ each to members.

In his supplement to the National Check List in this issue, Mr. Atwood has completely rearranged the listings of Decatur, Alabama. This will give collectors some idea of what is in store when the new Check List is finally published. Mr. Atwood intends to rearrange the listings of a number of cities for simplification and chronological order. Needless to say, therefore, when the new List comes out the old one will be obsolete and worthless. So when we come around asking you to buy a new one, give careful thought to it before deciding you'd rather have five bucks than a new list.

For sale or best trade: three (3) Nevada, Mo. 640 A. (1) fine condition. (2) Fine condition except die break on rim. (3) Stained and one dent, lettering and street-car plain.

Frank C. Greene - 900 East 9th Street - Kansas City 6, Mo.

New Hamilton County Coaches token from Tennessee for sale at 20¢ each plus stamped self-addressed envelope.

Ralph Freiberg - 4142 26th Street - San Francisco 14, Calif.

New Gibson Lines Bz 23 G-se token from Sacramento for sale at 15¢ each plus stamped self-addressed envelope. NOTE NEW ADDRESS.

Walter W. Underwood - 2416 Capitol Avenue - Sacramento 16, Calif.

Wanted - The following issues of The Fare Box: Feb 1948; Mar 48; April 48; June 48; July 48; Mar 1949; April 49; May 49; Sept 49; Dec 49; Jan 1950; Feb 50; Mar 50; April 50; May 50; Sept 50; Nov 50.

John G. Nicolosi - 5646 Fountain Avenue - Hollywood 28, Calif.

CHANGE OF ADDRESS

Chas. M. Hamilton - 415 Ogden - Denver 3, Colorado

Hal J. Daggett - 434 2nd Avenue West - Seattle 99, Wash.

Daniel DiMichael - P.O. Box 485 - Coatesville, Pa.

Walter W. Underwood - 2416 Capitol Ave. - Sacramento 16, Calif.

PRICES REALIZED AT A.V.A. AUCTION HELD AUGUST 12, 1951

1..0.25	18..3.25	35..2.50	52.. .60	69..2.20	86.. .30	103.. .55	120..1.25
2..N.B.	19.. .40	36..1.55	53.. .31	70..3.15	87.. .60	104.. .70	121..1.25
3...55	20..2.55	37..1.00	54..N.B.	71.. .51	88.. .70	105..2.10	122..1.25
4.. .30	21..3.15	38.. .75	55.. .51	72.. .50	89..1.55	106.. .75	123..1.11
5..N.B.	22..3.15	39.. .70	56..3.21	73..1.75	90.. .65	107.. .60	124..3.00
6.. .62	23..N.B.	40.. .50	57.. .75	74.. .55	91..1.50	108.. .55	125..2.00
7.. .55	24..3.15	41.. .52	58..1.12	75.. .55	92.. .95	109.. .50	126..2.50
8..6.30	25..1.55	42..1.25	59..N.B.	76.. .55	93.. .65	110.. .35	127..2.00
9..6.05	26.. .70	43..3.15	60.. .75	77.. .55	94.. .35	111.. .55	128..1.00
10.. .80	27..1.00	44.. .55	61.. .75	78..1.15	95.. .65	112.. .90	129..2.00
11.. .40	28..2.00	45.. .30	62.. .40	79..2.00	96.. .50	113..1.50	130..1.50
12.. .25	29.. .50	46.. .30	63.. .30	80..3.11	97.. .30	114.. .91	131..2.00
13.. .75	30..1.10	47.. .35	64..1.25	81..1.00	98.. .60	115.. .75	132..1.50
14.. .60	31..1.40	48..5.50	65..2.00	82.. .80	99.. .60	116..2.15	133.. .75
15..2.50	32..1.20	49.. .35	66..3.50	83.. .40	100.. .35	117..3.00	134.. .75
16..2.06	33.. .70	50..1.65	67..2.00	84.. .60	101.. .90	118.. .70	135.. .50
17..2.65	34..1.00	51..1.60	68..1.05	85.. .50	102.. .60	119..1.51	

Nineteen bid sheets were submitted. Five lots received no bids. One lot, 25, received 13 bids. Lot 70 received 10 bids; lots 6, 55, and 84 received 9 bids. Five lots received 8 bids, six lots received 7 bids. Nine lots received six bids; 14 lots received 5 bids; 25 lots received 4 bids; 23 lots received 3 bids; 28 lots received 2 bids; and 14 lots received 1 bid. Lots 2, 5, 23, 34, and 59, received no bids. Because of a misunderstanding and irregularities, lots 8, 9, and 6, were disqualified and will be returned to the consignor. Lots 1, 4, 53, 71, 114, and 123, went for prices below catalogue price. Lots 12, 47, 67, 102, and 131, sold at list price. Forty-two lots brought double or more, five of these, 61, 66, 70, 73, and 80, brought triple value or more.

In ten cases there were tie bids and winning bid was awarded to the earlier postmark. The original amount realized from the auction was \$166.50, but after lots 8, 9, and 6, were disqualified, the total was \$153.53. When all the remittances have been received, \$15.35 will be paid to the Treasury of the A.V.A.

There were five consignors. Kenneth Smith submitted 100 lots. Felix M. Church submitted 14 lots. Kenneth Purdy submitted 10 lots; John M. Coffee, Jr., six lots; and Quincy Laflin, five lots.

THE KANSAS CITY CONVENTION

The Tenth Meeting of the American Vecturist Association was held at Kansas City, Missouri, on August 18, 1951, at the Pickwick Hotel. The meeting was called to order by President Frank C. Greene at 1:45 p.m., with the following officers present: Frank C. Greene, President; Edgar Levy, Vice President; Eroy L. Kimmons, Secretary; and W. L. Black, Curator. In addition to these officers, the following members were present: Floyd and Martha Barnett, Ben Barraclough, Corinne Black, Bob and Anna Butler, Harold W. Chesney, Ivan Cline, Ralph Freiberg, R. K. Frisbee, Harold Ford, Jr., Julius A. Kurtz, Quincy A. Laflin, Clyde A. Logsdon, Max M. Schwartz, Kenneth Snyder, and Walter Underwood. There were several visitors also present.

The Chairman (Mr. Greene) read a letter from John M. Coffee, Jr., in which he stated that he intended to contact each member to solicit subscriptions for a new Check List, which might be printed, rather than mimeographed. Some discussion ensued regarding the weight of bond paper to be used. The meaning of the word "copyright" was explained to the members in legal terms by Max Schwartz, and some discussion followed on the subject by Mr. Levy and Mr. Logsdon.

The following resolution was therefore presented by Mr. Schwartz: Resolved, that a new Check List be published by the American Vecturist Association under the following conditions:

- A. That it be printed.
- B. The entire token be described on the same page.
- C. That insofar as may be possible, reverses will be abbreviated.
- D. That insofar as possible, all tokens bearing the same legend within a given city be grouped together.
- E. That the pages of the new list be made of the same size as are currently being used by The Fare Box.
- F. That advance subscriptions for one hundred copies at five dollars per copy be obtained.
- G. That the information to be contained in the list be gone over by a committee to be appointed by the President, which committee shall also supervise the entire production.
- H. That if feasible to do so a sample page be mimeographed and sent to each member of the A.V.A.

The meeting thereupon discussed each of the foregoing conditions, item by item, and separately moved and adopted each of them. The resolution as a whole was thereupon seconded and having been put to a vote was declared by the Chairman to have been carried.

The Chairman then announced that he was appointing the following members on this committee: Mr. Roland C. Atwood, Mr. Robert Butler, Mr. John M. Coffee, Jr., Mr. Ralph Freiberg, Mr. R. K. Frisbee, Mr. Donald B. Johns, Mr. Edgar Levy, Mr. Eroy L. Kimmons, and Mr. Max M. Schwartz.

Motion by Mr. Logsdon, seconded by Mr. Kurtz, that a complete file of The Fare Box be furnished the Curator of A.V.A. and to the Librarian of the American Numismatic Association; that where necessary back issues of The Fare Box be reprinted and labeled "reprint" and that such reprinted copies be sold to members at a reasonable charge. Motion carried.

Motion by Mr. Barnett, seconded by Mr. Kimmons, that consideration be given to the subject of a simple device for measuring tokens. Motion carried. Mr. Logsdon was appointed to study the subject and report to the President.

Mr. Schwartz moved that Article V, Section 1, of the Constitution and By-laws be amended to read as follows: "The Association shall meet annually in convention, and each convention shall determine the time and place of the next convention. Notice thereof shall be given to all members in good standing as soon as possible." Motion having been seconded, discussion took place. The question having been put

to a vote, the Chairman declared the amendment carried. The Chairman announced that the amendment had received the approval of the Board.

Motion by Mr. Barraclough, seconded by Mr. Barnett, that the first Saturday and Sunday in August, 1952, be fixed as the time for the next convention. Motion carried. Motion by Mr. Barraclough, seconded by Mr. Snyder, that all future meetings be conducted under the Roberts Rules of Order. Motion carried.

Acting on a motion by the entire membership present, the President announced that the business meeting would be resumed after dinner was served. Meeting adjourned at 5:30 p.m.

An enjoyable dinner was served at 7:30 p.m. to the members present, after which the business meeting was resumed at 9:00 p.m. A free discussion took place by the auction committee on methods used for submitting material for auction. A motion was made by Mr. Schwartz, and seconded by Mr. Kurtz, that a vote of thanks be given to the Auction Committee for their splendid work. Motion carried. Motion by Mr. Barraclough, seconded by Mr. Kurtz, that the auction rules be amended so that tokens submitted for auction be at the risk of the consignor. Motion carried.

The following nominations were made for Officers of the Association for 1952:

For President - Ivan B. Cline; Eroy L. Kimmons
For Vice President - R. K. Frisbee; Julius A. Kurtz
For Secretary - Donald B. Johns; Quincy A. Laflin
For Treasurer - Thomas F. Williamson
For Curator - B. H. Baake, Jr.; William L. Black

The President appointed the following committee to receive and count the ballots: William Eisenberg (chairman), Harry C. Bartley, and John M. Mackie.

Moved by Mr. Kurtz, seconded by Mr. Underwood, that the 1952 National Convention be held at Colorado Springs, Colorado. Motion carried.

Action on a motion by Mr. Kurtz, and seconded by Mr. Snyder, the meeting was duly adjourned at 11:05 p.m.

Respectfully submitted,

EROY L. KIMMONS
Secretary.

ADDITIONAL NOMINATIONS

Any member of the American Vecturist Association may make further nominations for officers of the Association. If you wish to nominate members not already nominated at the Convention (listed above), send their names and the offices for which they are nominated, to the Editor of the Fare Box at P.O. Box 1204, Boston 4, Mass. These additional nominations must be received not later than September 25, 1951. The complete list of persons nominated will appear in the October issue, and ballots will be mailed along with that issue to all members. Ballots should be mailed to Mr. William E. Eisenberg - 2717 West Carson Street - Pittsburgh 4, Pennsylvania. Envelopes enclosing ballots should be marked "secret ballot." Please, by all means, take advantage of your right to vote. Remember how close the election was last year. Every vote counts. This information will be repeated in the next issue.

The street railway in Lehigh County, Pa., had its origin in an act of legislation passed March 21, 1865, which authorized a company to construct and operate a line in Allentown. The Allentown Passenger Railway ran its first horse-drawn car on May 21, 1868.

INTRODUCING MR. HAROLD FORD, JR.

I am an eighteen-year-old freshman at the University of Kansas, which I entered this summer. I plan to enter the School of Business in my junior year.

Since my father is employed by the Government, my family has never stayed in any one locality for more than a few years. With all this moving around my interest in transportation tokens began about four years ago and thus I have been able to pick up many from their source. My collection now numbers 650 tokens with my specialty in those of Kansas and California.

I also collect coins, both U.S. and foreign. The foreign coins I collect in types and have specialized in ones from Canada, Germany, and Japan. The U.S. coins I like half dimes best as a date series.

Besides belonging to the American Vecturist Association, of which I recently became a member, I also belong to the Seattle Transportation Token Club, American Numismatic Association, Kansas State Historical Society, and the Leavenworth Senior High School Coin Club, which I organized and served as first President.

NOTES ABOUT OLD TOKENS

By B. Morganthau

The Manistee (Michigan) Toll Bridge was built in the late '50s or the early '60s. It was an uncovered, whitewashed, timber affair. Toll rates were 5¢ on week days, and 10¢ on Sundays. At one time during its career the company issued a "5" brass fare token. The bridge was destroyed by fire on October 10, 1871.

The bridges of Oil City, Pa., were numerous, the first county one being built in the early fifties. The "Suspension" was built in 1876, and the Oil City Street Railway Company Bridge and Relief Bridge in 1892-1893. We have no record of the others. All made use at one time or the other of fare tokens.

From 1850 to 1860 there was considerable activity in the omnibus business in Baltimore, Md. The Accomodation Line, established 1854 to 1859, covered the route from lower Broadway, through Pratt, Gay and Baltimore streets to Franklin Square and return. Andrew Yinger, proprietor of a line of omnibuses, operated from Baltimore to Ellicott's Mills (later Ellicott City) from about 1850 to 1855. Benjamin F. Zimmerman ran the Citizen's Line of omnibuses. The Federal Hill Ferry Company was organized on January 30, 1854, the route being from West Falls Avenue to the foot of Hughes street, Federal Hill. The ferryboat "City Block," commenced trips in April, 1855. James Mitchell, proprietor of the Peoples Line, operated his omnibuses from 1851 to 1859, from Franklin Square to Ashland Square. Grannis & Taylor, erstwhile oyster packers, were also operators of a line of buses. The Central Railway Company, horse-powered, began operations on February 6, 1883, route being from Fulton Station to foot of Broadway and return. The line employed no conductors, passengers being expected to deposit their fares--or tokens--in a box behind the driver who also made change when necessary.

In 1850, in Cincinnati, Ohio, the Pendleton Street Railway Company was established, a suburban horsecar line. Presently it was operating to all parts of the city. Fare was 6 cents or 4 tokens for 24¢. The East End Line was established on July 25, 1860, and this was absorbed in the consolidation of several companies in 1880.

The most famous of the omnibus lines in old Allegheny, Pa., was the Pittsburgh Allegheny & Manchester Railway Co., conducted by the widow of Henry Hartman. It commenced in Pittsburgh, crossed the bridge to Allegheny and ran to Mrs. Hartman's tavern in Reserve Township. The Pittsburgh, Allegheny & Manchester Passenger Railway, incorporated on August 25, 1859, took over the Hartman line.

Supplement to the National Check & Premium List

By Roland C. Atwood

ALABAMA

Decatur	220	(Complete new relisting of the city)	
A o WM	16 D	Decatur City Lines Alabama	
		Good For One Fare	
B o Z	16 D	Decatur City Lines Alabama	
		Good For One Fare	
C o Z	23 D	Decatur City Lines Alabama	
		Good For One School Fare	
D o Bz	23 D	Decatur City Lines Alabama	
		Good For One School Fare	
E o Z	23 Ch	Decatur City Lines Alabama (D removed by company)	
		Good For One School Fare	
F o Bz	23 Ch	Decatur City Lines Alabama (D removed by company)	
		Good For One School Fare	
G o Z	16 D	Decatur Transit Alabama	
		Good For One Fare	
H o S	16 D	Decatur Transit Alabama	
		Good For One Fare	
I o B	16 D	Decatur Transit Alabama	
		Good For One Fare	
J o S	23 D	Decatur Transit Alabama	
		Good For One School Fare	
K o S	23 Ch	Decatur Transit Alabama (D removed by company)	
		Good For One School Fare	
L WM	23 Bar	Decatur Transit Alabama (bus)	
		Good For One Fare (bus)	

GEORGIA

Griffin	450	(reported by B. McRobie)	
D B	16 Bar	Griffin Motor Coaches (bus)	\$0.10
		Good For One Fare (bus) (silver-plated)	
Milledgeville	630	(reported by Eroy L. Kimmons)	
B WM	21 Sd	Lee B & T Bus Lines LBT	.10
		(same as obverse)	

ILLINOIS

Ottawa	660		
B Bz	23 Bar	Ottawa Safety Lines Inc. (bus)	.10
		Good For One Adult Fare (bus)	
Round Lake	765	(reported by Max M. Schwartz)	
A WM	23 R	Round Lake Transit System Inc.	.15
		Good For One Fare	

INDIANA

South Bend	860	(reported by Max M. Schwartz)	
M Z	16 R	Railway Transit Line	.10
		Good For One Fare	

KANSAS

Atchison	40	(reported by Ralph Freiberg) (this token now in use)	
G WM	16 Bar	Salina Transit Co. (bus)	.10
		Good For One Fare (bus) (blue-enameled)	

KENTUCKY

Jeffers town	425	(reported by Ralph Freiberg)	
B A	22 Sd	H. F. S.	.50
		School Bus	
Louisville	510	(reported by Ralph Freiberg)	
BS B	20 Ball	Newburg Bus Lines Inc. H	.25
		Good For One Fare H	
BT WM	16 Ball	Newburg Bus Lines Inc. N	.15
		Good For One Fare N	

LOUISIANA

New Orleans 670 (R.C.A.)(this token given to newcomers to New Orleans)
 D WM 16 N New Orleans Railway & Light Co. \$0.10
 Good For One Cash Fare 1919 (red-enameled)

MINNESOTA

Austin 70 (reported by Max M. Schwartz)
 D WM 23 Bar Austin Bus Line Inc. (bus) .10
 Good For One Fare (bus)
 South St. Paul 820 (reported by John Metz)
 E B 22 Sd So. St. Paul Transit 1 Fare .15
 (same as obverse)

NORTH CAROLINA

North Wilkesboro 630 (reported by Max M. Schwartz)
 A WM 23 Bar Wilkes Trans. Co. (bus) .10
 Good For One Ride (bus)

PENNSYLVANIA

Washington 950 (reported by B. McRobie)
 G B 20 St-sc Pittsburgh Railways Co. 1922 (streetcar) .10
 Good For One Fare 3 3 (Star has been punched over Triangle)

SOUTH DAKOTA

Aberdeen 10 (reported by Max M. Schwartz)
 H WM 16 H Heathman Bus Service .10
 Good For One Fare

TENNESSEE

Chattanooga 120 (reported by Ralph Freiberg)
 H WM 20 Ball Hamilton County Coaches H .20
 Good For One 20¢ Fare

VERMONT

Barre 60 (reported by Max M. Schwartz)
 B WM 16 Bar Vermont Transit Co. Inc. V .10
 Good For One Fare V

WASHINGTON

Spokane 840 (reported by Max M. Schwartz)
 N o Z 21 Ch Spokane United Railways (car) .10
 Good For One School Fare Only (car)

WEST VIRGINIA

Weirton 830 (Reported, E by McRobie; F by Schwartz)
 E B 20 P-sc P. & W. Bus Lines Weirton, W. Va. .15
 Good For One Zone Fare
 F B 21 Sd Hill Top Bus Line Weirton, W. Va. .15
 (design)

WISCONSIN

Oconto 600 (reported by Max M. Schwartz)
 A o Bz 23 Bar Oconto Transit Lines, Inc. (bus) .10
 Good For One Fare (bus)

TERRITORY OF ALASKA

Fairbanks 300 (reported by Max M. Schwartz)
 F Bz 23 Bar Alaska Coachways Token Eielson AFB 1.00
 Fairbanks Alaska ACW

UNIDENTIFIED (reported, respectively, by Metz, Carr, Cook, and McRobie)

WM	23	Sd	Wm. Frantz Bus Lines	Good For One Fare	?
			(same as obverse)		
Vm	23	Sd	Twin Cities St. Ry. Co.	One Fare (stars)	\$3.00
WM	16	N	Nixt City Bus Co.	Good For One Fare	.10
WM	23	Bar	Friendly Service Bus (bus)	Good For One Fare (bus)	.10

ENGLAND

Barrow	15	(reported by Basil Brandon)			
D	Cy	22	Sd	Barrow-in-Furness Corporation Transport	.50
				1d. Corporation Employees Only	
E	Ck	22	Sd	Barrow-in-Furness Corporation Transport	.50
				1½d. (light cream)	
F	Cb	22	Sd	Barrow-in-Furness Corporation Transport	.50
				2d. (dark blue)	
Wallasey	815	(reported by E. L. Kimmons)			
C	Cg	25	Sd	Wallasey Corporation Motor Buses	.20
				1d.	
D	Cg	25	Sd	Wallasey Corporation Motor Buses	.20
				1½d.	
E	Cg	25	Sd	Wallasey Corporation Motor Buses	.20
				2d.	

CORRECTIONS - Correct England 15 A, B, and C to "Transport," not "Tramways." Correct Tenn 75 I to 23mm. (not 16mm). Add "gun metal plated" to Ind 330 A. Change Ashboro to Asheboro. Minn 70 B comes in Bronze-plated and plain steel.

MESSAGE FROM THE SECRETARY

To My Fellow Vecturists, Greetings: At this writing your Secretary has just returned from our national convention at Kansas City, a very tired but happy man. I had looked forward many years to meeting the many collectors with whom I have corresponded. Did you ever form an opinion of the man you correspond with, the way he would look, whether or not you would like him? Well, I have, and I want to tell you here I had ideas of this or that fellow looking a certain way--perhaps one or two quite grouchy, etc. I was very much fooled; every member at this meeting were swell folks, every one of them did everything he could to make the A.V.A. a better organization.

Elsewhere in this issue of The Fare Box you will find the minutes of this meeting. You will notice that a time and place has been picked for our national convention in 1952; this should give every member nearly a whole year to plan that vacation at Colorado Springs the first Saturday and Sunday of August, 1952. Won't you make 100% then?

I should also like to urge that when you receive your ballot, you vote for the man of your choice for each office and mail it to Bill Eisenberg promptly, so results can be published in this publication.

I trust each of you will have a most pleasant vacation, and that you will add many good items to your collection before next August.

Fraternally yours,

EROY L. KIMMONS
Secretary.

Check List of Foreign Transportation TokensBy Roland C. AtwoodENGLAND

Worcester 890			
A o Brass	27 Sd	City of Worcester Pleasure Barge Worcester to Pixham & Back (blank)	\$1.00
Wylam 900			
A o Brass	Ov Sd	Wylam Bridge Company Pass No.- Issued subject to The Company's Rules and Regulations Forfeited if Transferred	1.00
		B	
B o Brass	Ov Sd	(obverse same as A)	1.00
		C	

REPUBLIC OF MEXICOState of Chihuahua

Juarez 150			
A o Bz 23 Bar		Cia De Traction De El Paso y Juarez 1 Bueno Por 12 Centavos 1	1.00
B o Bz 23 Ball		Cia De Traction De El Paso y Juarez 1 Bueno Por 12 Centavos 1	.75
C o WM 16 Ball		Cia De Traction De El Paso y Juarez 1/2 Bueno Por 6 Centavos $\frac{1}{2}$.25
Avalos 50			
A o B 18 Sd		Coop. Cons. Seco. 10 Contraseña 25c Avalos, Chio. Bueno Por Un Pasaje Transportes (bus)	.25

State of Coahuila

Matamoros 600			
A o Vi 25 Po		Ferrocarril Urbano De Matamoros (car) Francisco Armendales Propertado Contraseña	1.00

State of Nuevo Leon

Monterrey 700			
A o B 23 Sd		Bueno Para Un Pasado Enal Ferrocarril Urbana De Monterrey (blank)	1.00
B Bz 16 Bar		Monterrey - N.L. Mexico (bus) Contraseña Buena Por Un Pasaje (bus)	.10
C B 21 Po		Camones De Pasajeros De Monterrey N.L. Mex. (bus) Contraseña Buena Por Un Pasaje (mountains)	.25
Nuevo Laredo 825			
A o Vi 26 Sd		Este Boleto Es Bueno Por En El Vado De Nuevo Laredo Dos Pasadas	1.00
		Es Bueno Por Dos Pasadas (boat) (same as A but "Una Pasada")	1.00
B o Vi 23 Sd		Es Bueno Por Una Pasada (boat) (same as A but "Medio Real")	1.50
C o Vi 19 Sd		Sies y Un Cuarto Bote De Pasaje $6\frac{1}{4}$ Centavos	

Nuevo Laredo 825 (continued)

D o Vi 23 Sd

Este Boleto Es Bueno Por Un Real En El Vado De Nuevo
Laredo Doce y Medio Centavos
Bote de Pasaje 12 $\frac{1}{2}$

7

State of Sinaloa

Mazatlan 625

A o Ve 23 Sd

Ferro Carril Urbano De Mazatlan Jesus Escovar Presidente \$1.00
No Se Reciben Quebrados Estos Boletos Vale Un Pasaje

B o Vi 23 Sd

Ferro Carril Urbano De Mazatlan Jesus Escovar Presidente 1.00
No Se Reciben Quebrados Estos Boletos Vale Un Pasaje

State of Yucatan

Merida 675

A o WM Oo Sd

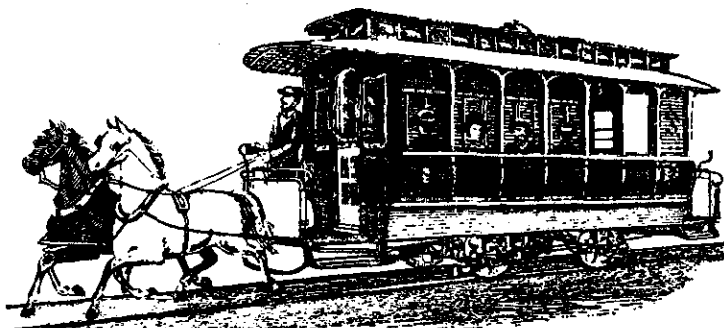
Tramvias De Merida
Pasaje

1.00

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor

P. O. Box 1204
Boston 4, Mass.

VOLUME 5

OCTOBER, 1951

NUMBER 10

It has been my understanding that a few collectors have expressed dismay over the sometimes unpredictable date on which they could expect to receive their copies of The Fare Box. This is not unjustified criticism. It has been my policy to mail each issue between the 10th and the 15th of each month. Usually, however, I end up mailing the issue around the 17th or 18th of the month, as I regret I am doing with this one. Henceforth I shall use every effort to mail the issues by the deadline of the 15th of each month. Thus those issues going to the Far West will be mailed on the 13th; those going to the Middle West will be mailed on the 14th; and those headed for eastern addresses will be mailed on the 15th. However, I must reserve the right, if pressing circumstances demand it, to mail an issue a few days late.

While on the subject of complaints, may I respectfully urge everyone who has a complaint to send it directly to me? If you want action on your gripe, you should send it to me, and not to officers or ex-officers who have nothing to do with The Fare Box. I assure you I shall give sympathetic consideration to all such suggestions.

At long last I have an electric mimeograph machine lined up. The machine is supposed to arrive at the store in about ten days and, if it is as good as the salesman claims, I shall purchase it and The Fare Box will finally have reached the stage where it no longer has to be farmed out to expensive mimeograph service shops. This also will herald the entrance of issues unlimited in size, if members contribute.

Mr. Kimmons says that a number of members mail in their dues early, and he wishes to point out that dues for 1952 should not be mailed to the present Secretary, but to the new one who is going to be elected shortly. This reminds us of the election. By all means, be sure to vote! Your ballot is enclosed with this issue, and complete instructions and lists of candidates for offices are on an inside page.

On my trip East from Tacoma I had the opportunity of spending a day in Minneapolis. The Twin City crowd are the finest hosts in the world, and I had a truly wonderful time, my entire day having been carefully planned out with no allowance for time wastage. My special thanks to Quincy Laflin for getting up at the crack of dawn to meet me; to his wife for a swell breakfast; and to the Barnetts for a wonderful lunch.

Elsewhere in this issue is a letter from Mrs. L. B. McKendry, mother of Leonard Stock, who is now in Korea. I hope every reader will write him and give him all the news you can think of. Mrs. McKendry is keeping his collection up and has really kept it growing. She chases tokens with a zeal which many an old time vecturist would do well to emulate!

What tokens can you offer in exchange for Penna 70 B and C @ 25¢ each; Penna 455 B @ 15¢ each; Ohio 748 A @ 25¢ each. (Supply limited)

Michael Super - 105 South Pine Street - Hazleton, Pennsylvania

Will trade 2 U.S. tokens for 1 foreign token. Send your token; my 2 will follow.

John G. Nicolosi - 5646 Fountain Avenue - Hollywood 28, Calif.

Have 10 of the old yellow celluloid tokens IND 180 A. \$1.50 each cash or trade.

Ivan B. Cline - 911 West Michigan Street - Evansville 11, Indiana

Will trade new Alaska Coachways tokens: Eilson A.F.B. \$1 Ladd A.F.B. (or University of Alaska) 50¢. Please send me equivalent value (by Atwood catalog) but not common tokens. I prefer quality to quantity!

Albert Field - 5 West 63rd Street - New York 23, N.Y.

Wanted - all issues of The Fare Box prior to October 1950. Quote me your prices.

W. L. Carr - 2648 Pelton Avenue - Akron 14, Ohio

Ill 765 A (Round Lake WM 23 R 15¢ fare) at 20¢ each and stamped envelope. Johnstown, Pa., 15¢ fare tokens Good For One Zone, used in suburban service, at 20¢ each and stamped envelope. Please use commemorative stamps.

Ralph D. Mefford - 3884 Valencia Road - Jacksonville, Florida

Have a few of the W M & A red (20¢) and gray (15¢) "fare zone" tokens, for sale at 50¢ each cash. Also one each: Mich 470 A at \$1.50 cash; N.D. 600 B at \$1 cash.

John M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Massachusetts

NEW MEMBERS

128 Roy H. Carpenter - 208 West Hines - Peoria Heights, Illinois

129 Albert Field - 5 West 63rd Street - New York 23, N.Y.

130 Carroll Morgan - 1224 Jim Miller Road - Dallas, Texas

Correct number of Miss Dorothy Augustine to 127 (not 126)..

CHANGE OF ADDRESS

Howard C. Laible - 3520 West Santa Barbara Avenue - Los Angeles 8, Calif.

TRANSIT CORPORATION OF FAIRMONT, MINN.

By M T T & T C

The Fairmont Transit Corporation was founded in February, 1951, by two Fairmont business men going into partnership. These were Mr. Dale S. Mark, as head of the company, and Mr. Rupert Hodgman, as secretary-treasurer. The line consists of two six-mile round trip routes, one five-mile round trip route, and one four-mile round trip route. This territory is covered by two International 1951 Metro model L-1-10 buses. Besides Mr. Mark and Mr. Hodgman, the company consists of two other employees, namely the two drivers of the buses. The buses operate from six o'clock in the morning until six thirty in the evening, and maintain one half service. When the company was organized, the fare was 15 cents with tokens selling at 6 for 55¢. Mr. Marks states that he will cooperate with collectors provided they do not flood him with orders for tokens, nor ask for large quantities. Send 10¢ with stamped and addressed envelope to Mr. Dale S. Mark, Fairmont Transit Corporation, Fairmont, Minn. Tokens may also be obtained in like manner by addressing MTT&TC Secretary:-

Robert M. Butler - 731 East 26th Street - Minneapolis 4, Minn.

Effective September 2, 1951, Hazleton Auto Bus Co. discontinued the use of tokens.

Limited number of the following Maryland tokens for sale: Md 60 A at \$2; Md 60 X at \$2; Md 60 Z at 50¢; Md 60 AA at 75¢; Md 60 II at 50¢; Md 60 JJ at 75¢. Or all six for six dollars.

Kenneth E. Purdy - 17 Village Road - Pikesville 8, Maryland

ANNOUNCING ELECTION OF OFFICERS OF THE A.V.A.

The following is the complete and final list of persons nominated to be officers of the American Vecturist Association. Ballots are being mailed out with this issue to all members. Mark your ballot for one person nominated for each office, or write in the name of someone else if dissatisfied with the list of nominations for any particular office. After you have marked your ballot (do not indicate in any way your name and/or address on the ballot itself: just mark it for the persons you wish to vote for) place it in an envelope marked "A.V.A. Ballot" and mail it to William E. Eisenberg - 2717 West Carson Street - Pittsburgh 4, Pa.

Mr. Eisenberg has been officially designated to receive the ballots. The ballots must be received by Mr. Eisenberg before NOVEMBER 15, 1951. Ballots received after that date will not be counted.

Please remember that it is your duty as a member to exercise your right to vote. Every vote is important; one single vote could have changed the outcome of the last election.

For President.....	Basil Brandon Ivan B. Cline Eroy L. Kimmons
For Vice President.....	Chris J. Cook R. K. Frisbee Julius A. Kurtz
For Secretary.....	Donald B. Johns Quincy A. Laflin
For Treasurer.....	Thomas F. Williamson
For Curator.....	B. H. Baake, Jr. William L. Black

LEONARD J. STOCK IN KOREA

The Editor has received a letter from Leonard's mother, Mrs. Luella B. McKendry, and I think the entire message is appropriate to be included in this issue.

"Dear Mr. Coffee: Leonard has asked me to write to you and ask that a notice be put in the next Fare Box of his overseas address and also that he would appreciate mail from any of the AVA members that have time to write. He is in the front lines northeast of Seoul, Korea, and mail time is something they all look forward to. He is well and asks to be remembered to all his AVA friends. He is radio crew chief in the colonel's office of his regiment and is on the go from daylight to dark and they do not have lights to write by at night but will write whenever possible. His address is

Cpl. Leonard J. Stock R.A. 15298109
Hq & Hq Co. 14th Inf. Regt.
A.P.O. 25, c/o Postmaster,
San Francisco, California.

"All token correspondence should still come to me as he is afraid it might get lost if sent to Korea. Leonard's collection now totals better than 2,200. Sincerely, Luella B. McKendry."

Well, what say, AVA members? Shall we swamp this guy with mail? Let's go!

OLD BETSY

By Max M. Schwartz

Those who are fortunate enough to visit the Museum in the interesting city of Deadwood, S.D., will find therein a display of particular interest to vecturists. Within a frame, there is exhibited a photograph of the engine depicted on SD 260 B, with members of its crew and officials of the company standing alongside it. There were also at one time two of these tokens in the frame, but only one remains at the present time, the other apparently having slipped out.

Beside this frame there is a typewritten explanation which, with the help of my son, I copied at length. I thereafter communicated with the author, Roberta Robertson, who graciously furnished me with some more interesting data about this historical bit of Americana. I quote here in full:

"The interurban narrow-gauge line connecting Deadwood and Lead was built and equipped in the fall of 1890 at a cost of \$300,000, and is believed to be the first piece of strictly commercial railway constructed in the Black Hills. The promoter of the enterprise was a company composed of J. K. P. Miller, Joseph Swift, W. H. Swift, Joseph Ogden, C. H. Graham, and V. P. Sweetman. The first superintendent was Frank Shaw (we understand). A. D. Wilson was probably the last before it was taken over by the Burlington." (Excerpt from "Black Hills or Last Hunting Ground of the Dakotas" by Annie D. Tallent, first published in 1899)

"'Old Betsy' as the little engine was lovingly called by the oldtimers, to whom a train meant everything, was brought overland by mule team. It was a small engine of the 'saddle tank' type. It was a wood burner, and in order to be sure of making the four mile grade between Deadwood and Lead, it was filled to the brim with pitch pine. With the hot fire thus created, it would steam gallantly into Lead. There were two coaches of the streetcar model.

"The first tickets were of the coin style. A picture of 'Old Betsy' is stamped on one side.

"This little four-mile line was called the Deadwood Central--but nicknamed the D.C. The story was told to me by my first husband--pioneer ticket man for the C. B. & Q. Ry.--W. T. Robertson.

"The Curator tells me 'Old Betsy' is now in Chicago with the C. B. & Q. probably as a museum piece."

There are two interesting sequels to this story. The first is that the author was kind enough to send me a veritable copy of the token, struck in German Silver. The second is that Mr. Quincy A. Laflin recently acquired from a very old non-vecturist copies, which appear to be spurious, made on thin sheets of tin or aluminum. When Laflin inquired of the C. B. & Q. about the authenticity of these pieces, he was advised that they didn't know who held the dies, and that no one on their present force was able to recall any tokens having been made of aluminum or tin. It was their opinion that these may have been patterns or testing pieces. As a final interesting stroke to this series of events, they sent him a token, apparently made with the same die, in bronze. It pays to be curious.

MORE MANUFACTURER'S SAMPLES

Reported by John G. Nicolosi

50.	B	20 Bar	Allocated Metal Token (bus)	63.	WM	16 O	Allocated Metal Tokens
			Good For One Fare (bus)				Good For One Fare
51.	B	16 Bar	Allocated Metal Token (bus)	64.	WM	16 W	Allocated Metal Tokens
			Good For One Fare (bus)				Good For One Fare
52.	WM	20 Bar	Allocated Metal Token (bus)	65.	WM	16 I	Allocated Metal Tokens
			Good For One Fare (bus)				Good For One Fare

Supplement to the National Check & Premium List

By Roland C. Atwood

CALIFORNIA

Sacramento 715 (reported by Walter W. Underwood)
Q Bz 23 G-sc Gibson Lines \$0.15
Good For One Fare

CONNECTICUT

New Britain 290 (reported by Morton Dawson)
M WM 16 Sd N B T (New Britain Transportation Company) .10
(same as obverse)

MISSISSIPPI

Vicksburg 900 (reported by David H. Smith)
M WM 23 Dd Vicksburg City Lines, Inc. (bus) .10
Good For One School Fare (bus)

NORTH CAROLINA

Asheboro 30 (reported by Ralph Freiberg)
D Bz 23 Bar Asheboro Coach Co. (bus) .15
Good For One Fare (bus)

SOUTH CAROLINA

Camden 210 (reported by Ralph Freiberg)
A WM 16 Bar City Transit, Camden 1949 (bus) .15
Good For One Fare (bus)
Greenwood 500 (reported by Morton Dawson)
C WM 16 Bar Price's Bus Lines Greenwood, S.C. One Ride .10
(same as obverse)

WEST VIRGINIA

Charleston 100 (reported by William L. Black)
C WM 16 C-sc Charleston Transit Co. W. Va. .10
Good For One Fare W. Va.

ENGLAND

Dover 250 (reported by Cecil G. Jefferson)
B o B 29 Pc Dover & Boulogne Packets Paid Check to be Returned (boat) 1.00
(blank, and numerals stamped)
Oldham 550 (reported by Basil Brandon)
G Cr 22 Sd Oldham Corporation Tramways (arms) .20
ld.
H Cl 22 Sd Oldham Corporation Tramways (arms) .20
ld.
I Cl 23 Sd Oldham Corporation Tramways (arms) .20
ld.
Southend-on-Sea 700 (reported by Basil Brandon)
P Cp 22 Sd Borough of Southend on Sea Tramways .20
2d. (hollow)
Q Cg 22 Sd Borough of Southend on Sea Tramways .20
ld. (dark green)
R Cg 22 Sd Borough of Southend on Sea Tramways .20
ld. (olive)
N Cw 22 Sd Borough of Southend on Sea Tramways .20
ld.
O Ci 22 Sd Borough of Southend on Sea Tramways .20
2d. (dark brown)
Southport 710 (reported by Basil Brandon)
Q Cb 22 Sd Southport Transport .20
ld.

CORRECTIONS: Pa 615 B comes in plain zinc and SPZ. Eng 880 K L M N O, value is on
obv., rev. is blank. W.Va. 590 B is 16mm, brass-plated--used only for postmen.
Pa 950 G listed is Sept Fare Box should be relisted as 950 H.

NOTES FROM M T T & T C MEETING

The Midwest Transportation Token and Ticket Club held its third quarterly meeting on Sunday afternoon and evening, September 30, 1951, at the home of Tex and Martha Barnett. This meeting was sponsored by Martha. Besides this being a regular meeting, it was also the annual election meeting, at which time nominations and votes of those present were held. Ballots were then made up and sent out to the members that were absent from the meeting, so that they could participate in the elections also. These mail ballots have now been received and the results of the mail voting added to the results of the meeting elections. As our constitution calls for the vice president automatically to assume the position of President for the following year, we hold elections only for the offices of vice president, secretary, and treasurer, with the custodian being appointed to office by the new President. As a result of this, our officers for next year are as follows: Floyd O. Barnett, President; Harold T. Chesney, Vice President; Robert M. Butler, Secretary; and Ben T. Barraclough, Treasurer. The new custodian will not be appointed until the new President begins his term of office in January, although the reins are handed over to the new officers at the December meeting. A few wrinkles were ironed out also at this meeting, as well as several matters of new business.

On Sunday, October 14, the club is holding a weiner roast a short distance west of the city limits, at a roadside picnic grounds. This will be the third outing this year for our club, as we held two picnic outings during the summer months, and they met with such approval that more such meetings have been requested, and more more we plan to have provided the weatherman will cooperate with us. Each member is assigned to bring certain articles of food for the meal, and everything runs along smoothly, and all having a good time, as well as getting out into the outdoor air once in a while. With this being our third outing this season, we are hoping for at least one more yet this fall, perhaps in the form of a hamburger fry.

Our next regular meeting is scheduled for the sixteenth of December, so if any AVA member is travelling through our part of the country, we would be happy to have you attend our meeting. A short while ago, Mr. Coffee passed through our city on his way East, and, as we had been forewarned of his coming, we called all members possible together to make an attempt to entertain him during his stay of a few hours amongst us.

This month we undertook a new experiment. Instead of just sending out a postcard announcing the next meeting, it was inserted as article number one in a small publication for club members. This was a six page leaflet, each page the size of a postcard, giving different bits of news for the members as well as a map of how to get to the picnic grounds on the fourteenth of the month. If this proves out, and is liked, it may prove to be a regular periodical project for the secretary, as he is in possession of the mimeograph machine.

We are looking forward to many more enjoyable meetings, and perhaps some visits from our AVA associates as they pass through our city.

Mr. Chris Cook reports that on Labor Day he and his son-in-law went fishing at Pine Lake, O., near Youngstown. Of course he stopped in at Boardman to see about getting a few of the large bz "2" tokens. He had no success, however. It seems that robbers cracked the company safe and made off with all the money bags which held all of their tokens instead. So we can be pretty sure the disappointed crooks dumped all the tokens into some lake. Boardman no longer uses tokens, and the "2" token will probably become pretty scarce.

President Frank Greene reports that on his recent trip to Hawaii he went to Hilo and discovered that TransLux had sold its equipment to the drivers and no longer used tokens. Honolulu Rapid Transit no longer uses tokens; they melted them all, and now use paper tickets.

Check List of Foreign Transportation Tokens

By Roland C. Atwood

REPUBLIC OF COLOMBIA

La Union	550		
A o Ve	22 Sd	10 Centavos (streetcar)	\$2.00
B o Vo	22 Sd	Tram via de la Union 20 (streetcar)	2.00

REPUBLIC OF COSTA RICA

Limon	250		
A o K	24 Sd	R. de C R Limon J.S.G. 5 Centavos	.50
San Jose	700		
A o WM	19 Sd	Costa Rica Railway C.R. 5 Centavos (2 var. - plain & counterstamped BF)	.20
B o WM	20 Sd	Costa Rica Railway C.R. 10 Centavos	.20
C o WM	24 Sd	Costa Rica Railway C.R. 25 Centavos	.20
D o WM	26 Sd	Costa Rica Railway C.R. 50 Centavos	.10

REPUBLIC OF CUBAState of Camaguey

Camaguey	200		
A WM	20 F	Compania De Tranvias Camaguey Un Pasaje	.20
B WM	20 Cross	Compania De Tranvias Camaguey Un Pasaje	.20

State of Habana

Havana	400		
A o WM	20 Sd	Compania Del Ferrocarril de la Bahia (engine) Habana 1881 (boat)	.50
B o K	20 Sd	Compania Del Ferrocarril de la Bahia (engine) Habana 1881 (boat)	.75
C o WM	23 Sd	La Empresa de Vapores de la Bahia Habana (ferry) Fo Cl la Prueba de J. Cabrero (engine)	.25
D WM	19 HE	Havana Electric Ry. Co. Vale por Un Pasaje	.20
E o WM	16 Bar	Omnibus de la Habana O H Vale por Medio Pasaje $\frac{1}{2}$.25
F o Bz	16 Bar	Omnibus de la Habana O H Vale por Medio Pasaje $\frac{1}{2}$.25
G o WM	19 HE	Havana Electric Ry. Co. (bronze-plated) Vale por Un Pasaje	.20

State of Oriente

Santiago de Cuba	700		
A o WM	22 Sd	Ingenio Sabanilla Lino Salazar 50 Santiago de Cuba LS 1895	.50
B o WM	19 Sd	Ingenio Sabanilla Lino Salazar 10 Santiago de Cuba LS 1895	.25

Santiago de Cuba	700	(continued)	
C Z 15 FF		Omnibus "La Cubana"	\$0.20
		Transferencia Santiago de Cuba	

REPUBLIC OF ECUADOR

Guayaquil	300		
A o Cp 24 Sd		E. de C. U. de Guayaquil (crest)	1.00

REPUBLIC OF GUATEMALA

Guatemala City	300		
A Bz 18 Sd		Ferrocarril Urbano de Guatemala Medio Real $\frac{1}{2}$.25
B Bz 18 Sd		Ferrocarril Urbano de Guatemala (2 var.) Seis Centavos (bronze & aluminum-plated-bronze)	.25
C WM 18 Sd		Ferrocarril Urbano de Guatemala Seis Centavos	.25
D Sv 21 Pc		Ia Locomotora en la Capital 19 de Julio 1884 J. Rufino Barrios a Los Guatemaltecos (engine)	1.00
E Sv 21 Sd		Ia Locomotora en la Capital 19 de Julio 1884 J. Rufino Barrios a Los Guatemaltecos (engine)	1.00

REPUBLIC OF HAITI

Port-au-Prince	500		
A o WM 20 Dd		Utiliti d'Haiti H Good For One Fare H	.50

REPUBLIC OF HONDURAS

Tegucigalpa	800		
A o WM 20 Sd		Honduras Rail Road 1 Un Real (wreath)	.25
B o WM 14 Sd		Honduras Rail Road $\frac{1}{2}$ (wreath)	.25

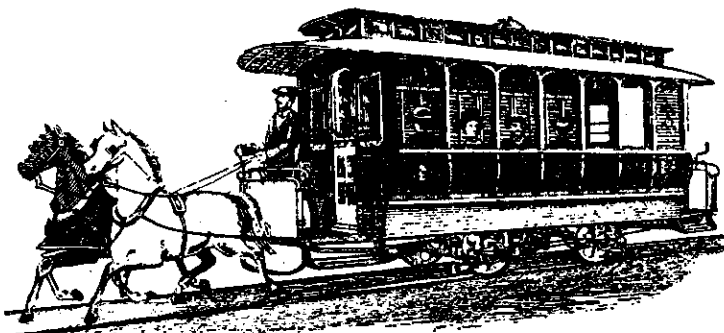
REPUBLIC OF VENEZUELA

Carabobo	150		
A o B 23 Sd		Carabobo Yagul (locomotive) B. Antich $\frac{1}{2}$ Real 1881	1.00
B o B 17 Sd		Carabobo Yagul (locomotive) B. Antich $\frac{1}{2}$ Real 1881	1.00
Coro	200		
A o Bz 24 Sd		Coro - Lavela Railroad Dos Reales	1.00

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor

P. O. Box 1204
Boston 4, Mass.

VOLUME 5

NOVEMBER, 1951

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As this issue goes to press, the outcome of the election of officers is still unknown. The result, with the number of votes received by each candidate, will be printed in the December issue. This is the first Association election in which there have been contests for such a great number of offices (four out of five), and the outcome is being awaited eagerly by members all over the country.

The electric mimeograph machine, I regret to report, has not as yet arrived in town. I am confident of its arrival any day now, and am certain it will be on hand for the next issue of The Fare Box.

In anticipation of larger issues of The Fare Box, made possible by our new mimeograph machine, I hereby solicit from every member some material for publication. I have on hand barely enough material for one more issue, and if large issues are expected, we've got to have something to put in them. So why not get busy and write us a transit history of your city; the story of how you acquired an old token; your experiences while hunting down tokens from companies and old timers, even if unsuccessful; etc. Those of you who have not yet sent in biographies, please do so now. Tell us what it was about the hobby which attracted you.

The New Check List Committee, under the able chairmanship of Eroy Kimmons, is now rolling along nicely, and optimistic reports have it that we shall be able to begin work on the long-awaited new edition of the Atwood Check List before the first of the year.

For the benefit of new members I wish to repeat here the instructions in regard to reporting new issues and discoveries. A token which is unlisted in the Check List or supplements, should be reported to Roland C. Atwood - P.O. Box 621 - Hollywood 28, California. Send a rubbing of the token and an exact description as well, and indicate whether the token is current or not, and the rate of fare if it is current. Some collectors have suggested that such reports should be made both to Mr. Atwood and the Editor of The Fare Box, to provide a double check against mistakes and errors. If you think this a good idea, then do it. But by all means be sure to report the new issues promptly. Fares are being raised constantly all over the country, which means a constant flow of new issues.

Back issues of The Fare Box have become collectors' items in themselves. We have only the 1951 issues, with a few of the 1950 and 1949, left in stock here. I am in the market for 1947 and 1948 issues if you have any to spare. Any 1947 issue in an auction should bring several dollars. I am going to start a file listing which issues which collectors want. In this way, we shall know which issues to buy when and if they are offered to us. So if you want a complete set of The Fare Box, send us a list of those issues you want, and we'll see if we can find them for you. Likewise if you have any for sale, let us know and we'll try to find a buyer for you.

Obsolete Alaska 450 A D E H and 900 B, at check list prices.
Ralph W. Winant - 500 West Summit Avenue - Wilmington 131, Dela.
Limited number of the following Maryland tokens for sale: Md 60 O at \$2; Md 60 X at \$2; Md 60 Z at 50¢; Md 60 AA at 75¢; Md 60 II at 50¢; Md 60 JJ at 75¢; Or all six for six dollars.
Kenneth E. Purdy - 17 Village Road - Pikesville 8, Maryland
Connecticut tokens for sale - both new issues and scarce old tokens. 10¢ tokens: 40 A, 290 I K M, 520 A B C D E, 560 F. 15¢ tokens: 290 C D J L, 560 A B H. Plenty for all. Please send stamped envelope for new issues.
Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.
Sale or trade - Lewiston, Idaho 440 M at Atwood's listing.
H. Daggett - 434 2nd Avenue West - Seattle 99, Wash.
New Boston token: B 20 Sd Metropolitan Transit Authority One Fare, issued Nov. 10. For sale to collectors at face value, 15¢ each, plus self-addressed stamped envelope. As many as you want, but be sure your envelope has sufficient postage. Also have 10 Norfolk County Ferries tokens for sale at 10¢ each plus stamped envelope.
John M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

INTRODUCING MR. RODNEY K. MOULTON

I was born in Sanford, Maine, September 15, 1901, but left Maine two years later when my Father took over the management of a large plantation near Norfolk, Virginia. I came to Detroit with my parents in 1913 and was graduated from South-eastern High School in 1918. I worked for various department stores in Detroit for several years until 1925 when I began working for the Peoples Outfitting Company, one of Detroit's leading department stores, as a credit man. Am still with the same company as Manager of Personal Shopping Service, a service operated for the convenience of those shopping by phone and mail. I have a staff of shoppers and order-takers of fifteen. I am married, have one son, Conrad E., of Hicksville, L.I., N.Y., who is likewise married and has three daughters. I started collecting coins, etc., in 1942, collecting general and U.S. Became interested in tokens about three years ago through a fellow member of the Detroit Coin Club, namely Felix M. Church whom you are all quite familiar with.

INTRODUCING MISS DOROTHY M. AUGUSTINE

I was born in Akron, Ohio, May 19, and came to sunny California, in the year of 1919. I attended Horace Mann Junior High and George Washington High Schools. Domestic work was my first job, and I am now an office clerk in a well-established firm. I was a Girl Scout during my youth and in later years helped out a troop by serving as second lieutenant. I was active in Job's Daughters until I became old enough to join the Order of the Eastern Star. I have several hobbies but find collecting transportation tokens the most interesting. Got my start when a member of the Order of the Eastern Star gave me a few tokens for my birthday. When I attended a Hobby Show in 1950, this being the first time I had ever known about Hobby Shows, I saw Mr. Ritterband's display and contacted him. I have now become a member of the American Vecturist Association.

On October 31, the last streetcar ran on the Opportunity line in Anaconda, Mont. On December 31, the last electric cars on the Smelter Line will run in that city, and Montana will join the dismal list of states having no electric traction ... the California Street Cable Railroad in San Francisco, founded by Leland M. Stanford as a hobby, has stopped running. It is the last privately-owned cable line in the country. However the city will buy it for \$138,000, and operations should be resumed in January. Meanwhile the Powell Street cable line, owned by the city, will again be extended to Fisherman's Wharf. More power to this wonderful city and her wonderful little cable lines--the last remnants of a by-gone and, in some respects, a better era of mass transportation!

- info gleaned from Bay Area Elec. RR Review

PRICES REALIZED AT SEATTLE TRANSPORTATION TOKEN CLUB MAIL AUCTION HELD OCTOBER 12

1. Ore 880 B.....\$0.10	16. 5 diff NY City...\$1.25	31. Mich 225 D.....\$0.10
2. Wash 990 B..... .29	17. Cal 775 A.....no bid	32. Mich 225 E..... .10
3. Mich 470 A..... 2.00	18. Cal 775 B..... 1.25	33. Mich 225 F G H... .30
4. 23 Germany..... 2.00	19. Cal 450 F..... .15	34. Ill 155 A..... 1.10
5. Cal 575 A (8 w.).. 1.25	20. Mich 750 A..... .24	35. Mich 935 Y..... .40
6. Wash 10 A..... .35	21. Mich 750 B..... .24	36. Ontario 860 A.... 1.75
7. Wash 880 A..... .85	22. NJ 115 A..... 1.00	37. Istanbul Turkey.. .35
8. Wash 880 G..... .25	23. Ind 180 A..... 1.50	38. Istanbul Turkey.. .55
9. Hawaii 240 A.....no bid	24. Minn 540 G..... 1.35	39. DC 500 L..... .55
10. Ohio 10 C..... .25	25. Minn 760 A..... 1.55	40. DC 500 M..... .35
11. Missouri 370 D.... .10	26. Minn 760 A.....no bid	41. DC 500 U..... .65
12. Ohio 748 A..... .15	27. Iowa 380 A..... .20	42. DC 500 V..... .65
13. Scotland 300 P.... .30	28. Iowa 380 B..... .25	43. Mo 130 C..... 1.15
14. Milan, Italy..... .26	29. Alaska 450 A D E 1.10	44. 25 misc..... 2.50
15. NY 510 B to G..... 4.80	30. Mich 80 A..... .25	

Unfortunately this auction had little to offer the advanced collector in the way of good high class material. The one exception is lot 15, which brought a good price for this scarce set. It is interesting to note that tokens found in large quantity, such as Mich 80 A, tend eventually to find a price commensurate with their availability. The Seattle Transportation Token Club has elected new officers who are: Hal J. Daggett, President; Donald B. Johns, Vice President; Robert Chamberlain, Secretary. All correspondence should be sent to Mr. Chamberlain at 332 West 79th Street - Seattle 7, Washington.

A LETTER FROM LEVY

Dear Editor: Quite a few weeks before I decided to break up my collection I had been trying to contact a man who had a small collection of tokens. I had completely forgotten about it until about 2 weeks ago at which time I received a letter giving a meager description of what was in the collection and a request for an offer. I made an offer, same was accepted, and the tokens arrived. There were quite a few of the good "oldies," also numerous others not so good. In checking these tokens and placing them in holders prior to listing them for an auction sale I contemplate holding in the near future, I came across a rather strange thing. Many of these tokens were badly soiled and I dumped them all in a pan of hot soapy water and gave them a bath. Imagine my surprise when one of the tokens, Ohio 10 J, appeared to be white metal. A quick check with my List shows this token in WM as Ohio 10 D. I thought I had one of the elusive tokens about which there has been so much controversy. Some say they are samples, others say they were issued. However recourse to the file test shows it to be a plated token. Now the thought occurs to me, are all of those tokens, D E F, plated brass? Probably an owner of these tokens can supply the answer. It would be of interest to others beside myself, to learn the truth about these. A similar case happens in NY 730 C. Atwood says all are plated brass, yet I have one in white metal. Who knows the answers?

I would like to mention an incident that happened to me in connection with prices offered for certain tokens. I have 2 very beautiful tokens in my collection and they appear on everybody's want list. Colo 280 B and 820 A. When they were first reported, a price of \$2.50 was pulled out of thin air and thus they were catalogued. Later they were raised to the unprecedented sum of \$5.00. I offered these tokens for sale when I decided to dispose of my collection at a price I thought more commensurate with their scarcity. But no takers among vecturists. I received a letter not so very long ago from a collector of railroadiana and he bid \$100 each for the tokens. I only mention this as a moral. Better get the good tokens while you can, because it's later than you think.

- Edgar Levy

THE SOUTH HILL BUS LINE STORY

By Arque Bays

When you think of the South Hill Bus Line tokens, you wonder: What is South Hill...a town or a section of Charleston, W.Va. Charleston is located in a valley with mountains on the north and south sides. South Hill is a part of the mountains on the south side, located across the Kanawha River from the business district of Charleston. It is in the city limits of Charleston, and is a "restricted" residential district, with many beautiful homes built there.

Charleston had electric streetcars, but due to the steep hills, they could not extend lines to South Hill--and the use of cable cars was prohibited because of the limited population of that section at that time. So there was need of a bus line to that part of the city.

The South Hill Bus Line was founded by Mr. O. J. Wood and Brother, in July of 1925, with offices located at Virginia and McFarland Streets, which is in the business district of Charleston. (A filling station and parking lot now occupies this address.) They began operation with a sixteen passenger bus, and used a touring car to help out during rush periods. In 1929, they purchased a larger bus to take care of increased patronage.

It was at this time that they issued the tokens. The 10¢ aluminum token was good for one ride to Fort Hill, a point about half way between the bus terminal and South Hill. The 15¢ brass token was good for one ride to any point in South Hill. The tokens were not popular with the patrons and were only used for a period of two months. Only a small amount of tokens were bought by the company for this trial period.

The tokens were replaced with paper tickets, costing 15¢ each, and which were good for one ride from the terminal to any point in South Hill. The tickets were used until 1932 at which time the two Wood brothers died. The bus line was then sold to Mr. M. S. Aldrich, who operated it in conjunction with the Greyhound Bus Lines, and used the Greyhound buses. No tokens or tickets were issued by this company. By this time the Charleston Transit Company was changing over from streetcars to buses. So on September 1, 1937, the South Hill Bus Line was again sold to the Charleston Transit Company, who still operate the line.

The South Hill tokens are very scarce here in Charleston. This writer has made every effort to locate a hoard of these tokens, but without success as yet.

1,700 MILES TRAVELED JUST TO GET BACK FROM DENVER

(an article in the Colorado Springs Gazette-Telegraph of August 22, 1951)

This little opus might be entitled the "Odyssey of Edgar Levy," or "How to see the country by airplane." Levy, who resides at 1413 Mesa Ave., Broadmoor, left Colorado Springs Saturday morning on a flight to Kansas City, arriving there at 11 a.m. After transacting his business there, Levy was booked to leave for home on the 7:15 p.m. plane Monday. A mix-up in signals cost him his seat on the plane, altho his luggage wound up on that trip back to the Springs. Levy finally boarded a plane out of Kansas City at 10 p.m., but the weather had socked in Colorado Springs, and he was forced to go on to Denver. The next plane out of Denver was scheduled for 5:30 a.m. Tuesday, but he was advised to skip that one because the weather still had Colorado Springs under wraps. He finally took the plane out of Denver at 7 a.m., but Colorado Springs was still off limits to commercial aircraft. The next thing he knew, Levy was back in Kansas City. Still determined to get home, Levy again boarded a plane there at 12:15 p.m. Tuesday, headed for Colorado Springs. Just like in the comic strips the plane again couldn't land here, and once more Levy wound up in Denver at 2 p.m. "That did it," he said. "I decided to take a bus." Levy finally arrived home at 4:30 p.m. Tuesday afternoon, after travelling 1,700 miles in order to go 72 miles, the highway distance from Denver to Colorado Springs.

Supplement to the National Check & Premium List

By Roland C. Atwood

CALIFORNIA

Santa Barbara 815 (R.C.A.)
C Bz 23 Ball Santa Barbara Motor Coach Corp. SB \$0.15
Good For One Fare SB

CONNECTICUT

Bridgeport 35 (reported by William Eisenberg)
L B 16 B Bridgeport Auto Transit Co. B (silver-plated) .10
Good For One Fare B

ILLINOIS

Grayville 370 (reported by Lee Pierson)
A o A 24 Sd Webb's Ferry Good For Return Trip
(blank)
La Salle 495 (R.C.A.)
G WM 23 Bar La Salle - Peru City Lines Inc. (bus) .10
Good For One Fare (bus)(2 var - diamonds & none on Rev.)

MAINE

Portland 710 (R.C.A.)
B o Bz 21 Ball Portland Coach Co. Maine P .10
School Zone P

MASSACHUSETTS

Waltham 825 (reported by Midwest Transp. Token & Ticket Club)
A WM 16 Ball M. & B. St. Ry. Co. Waltham (watch)(Middlesex & Boston) .15
Good For One Fare (watch)

MICHIGAN

Saginaw 845 (reported by Ralph Freiberg)
X Bz 23 Bar Saginaw Valley Lines S.V.L. .15
Good For One Fare S.V.L.

MINNESOTA

South St. Paul 820 (reported by Kenneth W. Snyder)
F WM 20 Sd So. St. Paul Transit 1 Fare .10
(same as obverse)

NEW YORK

New York 630 (reported by Albert Field)
AV B 16 Sd H & M One Fare (Hudson & Manhattan) .10
(same as obverse)

PENNSYLVANIA

Philadelphia 750 (reported by Albert Field)
AR B 20 Sd Philadelphia PTC .10
PTC

WISCONSIN

Wausau 940 (reported by Midwest Transp. Token & Ticket Club)
D Bz 23 St-sc Transit Lines, Inc. .10
Good For One Fare
(note: consolidate old "D" as a shade variety of "C")

ENGLAND

Nottingham 540 (reported by Basil Brandon)
V Vi 22 Sd Nottingham Corporation Transport .20
l¹d. (dark brown)
W Cg 22 Sd Nottingham Corporation Transport .20
G.P.O. Postmen Only l¹d. (blue-green)

Nottingham (continued)

X	Pd	22	Sd	Nottingham Corporation Transport 1d. (light gray)	\$0.20
Y	Cb	22	Sd	Nottingham Corporation Transport 2d. (light blue)	.20
Z	Ce	21	Sd	Nottingham Corporation Transport Corporation Employee Only 1 $\frac{1}{2}$ d.	.20
AA	Cg	22	Sd	Nottingham Corporation Transport 1d. Pupil	.20
AB	Pr	22	Sd	Nottingham Corporation Transport G.P.O. Postmen Only 1d. (light red)	.20
Southend-on-Sea 700 (reported by Basil Brandon)					
N	Cw	23	Sd	Borough of Southend on Sea Transport 1d.	.20
O	Ci	22	Sd	Borough of Southend on Sea Transport 2 $\frac{1}{2}$ d. (dark brown)	.20
P	Cp	22	Sd	Borough of Southend on Sea Tramways 2d.	.20
Q	Cg	22	Sd	Borough of Southend on Sea Tramways 1 $\frac{1}{2}$ d. (dark green)	.20
R	Cg	22	Sd	Borough of Southend on Sea Tramways 1 $\frac{1}{2}$ d. (olive)	.20
S	Cw	22	Sd	Borough of Southend on Sea Tramways 1 $\frac{1}{2}$ d.	.20
Wolverhampton 880 (reported by Eroy L. Kimmons)					
S	Vg	22	Sd	Wolverhampton Corporation Transport Department 1d. (blank) (very dark green)	.25
T	Vb	22	Sd	Wolverhampton Corporation Transport Department 2d. (blank)(dark blue)	.25

CORRECT Minn 400 A - reverse is same as obverse.

MANUFACTURER'S SAMPLE

Reported by Harold T. Chesney

66. B 16 K Allocated Metal Tokens Good For One Fare

THE ROUND LAKE TRANSIT SYSTEM, INC.

By Ralph D. Mefford

Having lived in Round Lake for a number of years, I am acquainted with this bus line, and will give the history as follows:

This line was created to haul the passengers of the Chicago Milwaukee St. Paul & Pacific Railroad from Round Lake Beach to the railroad station in the morning and returning them in the afternoon. This line started with one bus in the early 1940's and was owned and operated by Mr. A.N. Solomon. The fare was 10¢ at that time and due to the roads which were mostly mud in rainy weather the line had a hard time making ends meet. However, after the war was over this community grew at a rapid rate and the village of Round Lake Park came into existence and bus service was extended to that village. Later the Indian Hill community built up to the point that Mr. Solomon put another line to that section. He also was able to get contracts with the school system and furnishes buses to haul children to school. He also leases service for private parties for picnics and other functions. At the time I moved from Round Lake he had six buses in service.

Pueblo, Colo., and Lubbock, Texas, no longer use tokens, being on 10¢ straight fare.

Check List of Foreign Transportation TokensBy Roland C. AtwoodSWEDEN

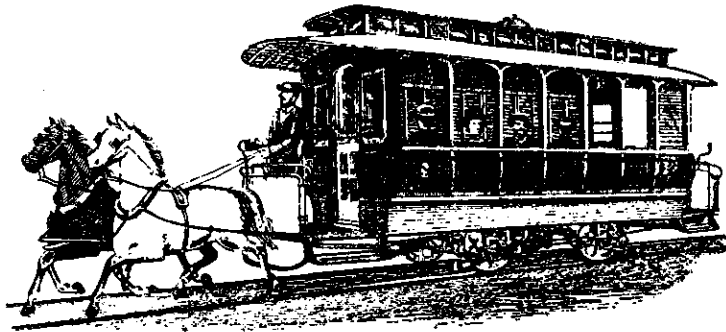
Alingsas 100			
A o B	30 Sd	1 (used on ship Jonas Alstromer 1880)	\$1.00
		(blank)	
B o B	30 Sd	2	1.00
		(blank)	
C o B	27 Sd	3	1.00
		(blank)	
D o B	30 Sd	4	.50
		(blank)	
E o S	Ob Sd	S L H (Captain's initials: S. L. Hellqvist)(1880)	2.50
Amneberg 120			
A o Z	Sq Sd	25 Ore (used in 1868 on a small railroad)	1.50
		(blank)	
Arboga 130 (all tokens issued in 1889)			
A o Z	Sc Sd	Arboga Angslups - Aktiebolag 40 (Arboga to Kungsor)	3.00
		C.C. Sporrang & Co. (in circle) Stockholm	
B o Z	29 Sd	(like A, but 25 instead of 40)	2.50
		(like A)(Arboga to the bridge)	
C o Z	Ov Sd	(like A, but 15 instead of 40)	2.50
		(like A)(Arboga to Grafudden)	
D o B	29 Sd	(like A, but K instead of 40)	3.00
		(like A)(Kungsor to Arboga)	
E o B	32 Sd	(like A, but G instead of 40)	3.00
		(like A)(Grafudden to Arboga)	
F o K	29 Sd	(like A)(but A instead of 40)	2.50
		(like A)(Arboga to Kungsor)	
Atvidabergs 140 (all tokens issued in 1850)			
A o S	Ov Sd	F B	2.50
		(blank)(Atvidabergs to Bersbo)	
B o S	39 Sd	5 (stamped seal)	2.50
		(blank)(Bersbo to Edshyttan)	
C o K	38 Sd	5 (stamped seal)	2.50
		(blank)(Bersbo to Edshyttan)	
D o K	Oc Sd	10 (stamped seal)	2.50
		(blank)(Bersbo to Botorp)	
E o K	Sq Sd	15 (stamped seal)	1.00
		(blank)(Bersbo to Atvidabergs copperworks)	
Andrarums 150 (all tokens issued in 1850)(all tokens incuse in oblong)			
A o B	28 Sd	IM CP	2.00
		(blank)(workman's pass on wagon from mine to town)	
B o B	28 Sd	IDK CP	2.00
		(blank)(day pass on wagon for workmen)	
C o B	Ov Sd	IQV CP	2.00
		(blank)(woman's pass on wagons)	
Avesta 160			
A o K	25 Sd	Passe Rar (bridge pass, issued 1690)	3.50
		(blank)	
B o K	32 Sd	Passe Rar (bridge pass, issued 1700)	3.50
		(blank)	

Christinehamn 170			
A o B	25 Sd	Christinehamn Sjoandan (locomotive)(issued in 1850) (blank)(2 var - thick and thin)	33.50
B o B	28 Sd	K & A B 15 Ore (issued in 1885) C.C. Sporrang & Co. Stockholm (in oval)	2.00
Dormsjo 175			
A o K	25 Sd	Dorm Sio (star)(toll road pass, issued in 1700) Lass Malm	3.50
Ekersholms 180			
A o K	25 Sd	(arms)(toll road pass, issued in 1690) En Ryss H. Kohl	3.50
Falun 185 (all tokens issued in 1860)(all used on ships Najad, Sylfid, Bagge)			
A o Z	25 Sd	Falun-Wika Torsang (blank)	2.50
B o B	25 Ch	Falun-Wika Torsang (blank)	2.50
C o Z	25 Sd	Falun-Tuna Gustafs (blank)	2.50
D o B	25 Sd	Falun-Tuna Gustafs (blank)	2.50
Gamleby 190			
A o B	Ob Sd	Gbyn (incuse)(issued in 1870) (blank)(used on ship "Gamleby")	1.50
Gefle 200			
A o B	30 Sd	Angslupen Carl Gefle Ore (1860) (blank)	2.50
B o K	30 Sd	Angslupen Carl Gefle 12 Ore (1860) (blank)	2.50
C o B	30 Sd	Angslupen Carl Gefle 25 Ore (1860) (blank)	2.50
D o K	30 Sd	Angslupen Carl Gefle 100 Ore (1860) (blank)	3.50
E o B	Ov Sd	Angslupen Carl Gefle Ore (1860) (blank)	2.50
F o K	25 Sd	Angslupen Ornen 25 Ore (1860) (blank)	2.50
G o B	25 Sd	Angslupen Ornen 15 Ore (1860) (blank)	2.50
H o Z	25 Sd	Angslupen Ornen 10 Ore (1860) (blank)	2.50
I o B	Ov Sd	David (1869) (blank)	3.50
J o Z	Ob Sd	Gefle Angslups Bolag (1860) (blank)	2.50
K o B	Ob Sd	Gefle Angslups Bolag (1860) (blank)	2.50
L o K	Ob Sd	Gefle Angslups Bolag (1860) (blank)	2.50
M o Z	Ov Sd	Gefle Angslups Bolag (1860) (blank)	2.50
N o B	Ov Sd	Gefle Angslups Bolag (1860) (blank)	2.50
O o K	Ov Sd	Gefle Angslups Bolag (1860) (blank)	2.50
P o B	Ob Sd	Gefle Angslups Bolag (stamped 20) C.C. Sporrang & Co. Stockholm (in oval)	2.50
Q o B	Ov Sd	Gefle Angslups Bolag (stamped 35) C.C. Sporrang & Co. Stockholm (in oval)	2.50

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor

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KIMMONS ELECTED IN LANDSLIDE

Eroy L. Kimmons was elected President of the American Vecturist Association by an enormous majority in the recent association election. His large vote was without doubt an expression of confidence in his policies over the past two years during which he has served us as Secretary. The election as a whole was highly encouraging by the large number of ballots cast, indicating an increasing interest in association affairs on the part of the members. Elsewhere in this issue will be found several statements by Mr. Kimmons and other candidates. Other successful candidates are R. K. Frisbee, Vice President; Quincy A. Laflin, Secretary; Thomas F. Williamson, Treasurer; and William L. Black, Curator. The votes received by each candidate, and the official report of the election committee will be found inside this issue.

This is the time of the year when your membership dues again become up for payment. Please mail your two dollars as soon as possible to the new Secretary, Mr. Quincy A. Laflin - 1145 Argyle Street - St. Paul 3, Minnesota. The forthcoming year should prove especially advantageous to members, for we shall finally have acquired that electric mimeograph machine that we've been waiting for so long. In addition the new check list will finally see the light of day in 1952.

In this issue the final report of the New Check List Committee is printed. It has not yet, to my knowledge, been signed by all members of the Committee, but it is in the process of making the rounds, and there is no reason to think it will not be signed by all. As soon as I receive word from the President that he has received it, work will begin on the New Edition of the Atwood Check List. Mr. Kimmons has asked me to proceed with printing the report in this issue, in order that members may know what is in store.

The Editor plans to spend the last two weeks of December in Michigan, so letters arriving during that time will not be answered until my return shortly after the first of the year.

This past year has proven quite profitable for many of us in the way of increasing our collections. Basil Brandon and Quincy Laflin tell me that they both have come within a handful of the five-thousand-variety mark. It will still be a long time, however, before any additional members of the Over-Seven-Thousand Club show up to join Kenny Smith and Roland Atwood.

The Fare Box closes Volume Five by wishing every reader a Merry Christmas and a happy New Year full of hundreds of additions to the collections. And we hope that this time next year will see a considerably enlarged Five-Thousand-Variety Club.

RESULTS OF THE 1951 A.V.A. ELECTION

For President

Eroy L. Kimmons...69
Ivan B. Cline.....6
Basil Brandon.....3

For Vice President

R. K. Frisbee....43
Chris J. Cook....21
Julius A. Kurtz..13

For Secretary

Quincy A. Laflin..42
Donald B. Johns...35

For Treasurer

Thomas F. Williamson..68
Cecil Meyer (write-in) 1
Mrs. C. Black " 1
Paul Fouts " 1

For Curator

William L. Black....61
B. H. Baake, Jr.....16

The Election Committee met at the home of Harry Bartley on November 18, 1951. Tally and return sheets made up by the Chairman were used to aid in the counting of the ballots. The chairman opened the envelopes and read them while Mackie and Bartley recorded the count. After all ballots had been counted the results were written on three return sheets and signed by the entire committee. The three return sheets were mailed to John Coffee, Eroy Kimmons, and Frank Greene. Ballots and tally sheets were placed in a large brown envelope and sealed. All three committeemen signed the envelope across the flap and the envelope is being held until notification of its disposal is received.

There were 78 ballots received with none being void. However seven persons did not vote for every candidate which accounts for the difference in total votes for the offices. Also, there were three write-ins for the office of Treasurer. The following persons each received one vote for Treasurer: Paul Fouts, Cecil Meyer, Mrs. Corinne M. Black.

It is suggested by the Committee that in future elections an envelope with "A.V.A. Ballot" inscribed on the front of the envelope along with the address of the party authorized to receive it, be included with the ballot. Over half of the ballots received were not properly addressed, with the result that personal mail was held up pending opening of the ballots.

We the Committee hope we have done our best in serving the Association.

- William E. Eisenberg (Chairman)
Harry C. Bartley
John M. Mackie

THE BELTON, S.C., TOKEN
By Edgar Levy

I was particularly impressed with the price realized on lot 66 in the A.V.A. auction. I just happened to become interested in that little emission of a short lived operation in a small South Carolina city. I forget the exact date of its being reported in an early issue of The Fare Box, but up until February of 1950 it bore a catalog price of 10¢. Then it was suddenly raised to \$1.00. In a sale held in August 1950 the token brought \$2.05 and in the same of August 1951 somebody wanted it badly enough to bid \$3.50 for it. I sort of wish now that I had held on to the several dupes I had. My interest in this little 16mm. token led me to check up on the history of the operator with most amazing results. I'll not take time to relate them at this time, but may do so at a later date.

(Editor's Note: a close friend from Belton told me this bus line was started by an eccentric millionaire so that his Mother could ride into town. The line had only one old war-surplus bus and operated for only a few weeks before its founder decided it was a worthless venture, mother or no mother. He still has bags of the tokens locked in his desk drawer but refuses to part with any of them for any price, as he doesn't need the money. Hence their scarcity. Perhaps someday he'll release them and then the price will come tumbling down to its original listing of a dime.)

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STATEMENT OF MR. LAFLIN

Having been elected to the position of Secretary of the A.V.A. by majority vote of those that have participated in this election, I hereby wish to express my deepest gratitude for your faith in my behalf and also the honor bestowed on me and my integrity.

I shall accept this position with humbleness and shall dispense with my duties to the best of my abilities. Having had little experience in this category, I shall find it a rather difficult position to undertake and am requesting the full cooperation of all concerned in the advancement of a hobby so loved by us all.

I shall be glad to receive any suggestions, points of interest, recommendations, requests, complaints, etc., from all members and shall promptly relay the subject matter to the proper officials if they are beyond my help.

I truly believe after having collected transportation tokens for over ten years, and after having had such pleasant correspondence and transactions with so many of you, that between all of us both old and new working together hand in hand we can really make our hobby grow and prosper. Let's all get out and pitch toward that end shall we? I shall do what I can and also cooperate to the best of my abilities.

STATEMENT OF MR. JOHNS

I wish to take this opportunity, afforded me by The Fare Box, to thank all my good friends who voted for me. Although we lost, we made a nice showing and, anyway, we've nothing to worry over when, on second thought, we realize that our opponent will make just the sort of Secretary we need to fill those "important shoes" of "Our Eroy."

A LETTER FROM MR. CARMICHAEL

Dear Mr. Coffee: Recently while looking through an old coin auction catalog of May 17-21, 1864, the collection of John F. McCoy, Esq., of New York City, and sold by W. Elliot Woodward of Roxbury, Mass., we noticed a number of transportation tokens offered. Lots 2253 to 2267. They were bid in at 16¢ each, presumably all by the same person. Several of the pieces we did not find in our Atwood, which didn't help our feeling of being born 100 years too late. Here is a description of the pieces offered:

- 2253 "Rosbury Coaches, New Line, 1837" German silver, fine and rare.
- 2254 "Maverick Coach, East Boston, 1837" German silver, rare.
- 2255 "J. Mitchell, People's Line" oval, German silver, rare.
- 2256 "New York and Harlem Railroad Co." by Bale & Smith, German silver, octagon, rare
- 2257 "Reed Street Ferry, J.H.T., 1858" brass, oval, fine.
- 2258 "Good for arride Sixth and Eighth Streets Line" brass, very fine and scarce.
- 2259 "Steamboat F.H.F. Co." brass, oval, scarce.
- 2260 "Exchange Fairmount Good For a Ride Vine Street Line" brass, very fine and rare, oblong.
- 2261 "Third Avenue Railroad Yorkville" stage coach tin.
- 2262 "Third Avenue Railroad Yorkville" horsecar tin.
- 2263 "Third Avenue Railroad Harlem" stage coach, tin, fine.
- 2264 The same with horsecar, fine.
- 2265 "Fourth Avenue Line, Transfer Ticket" tin, fine.
- 2266 "Seventh Avenue Line, Transfer Ticket" tin, fine.
- 2267 "Telegraph Line, Tyson & Co." brass, fine.

- Melvin O. Carmichael

(Editor's note: I suspect that what the old catalog calls "German silver" is really white metal, and what it calls "tin" is what we call pewter.)

We have several of the Ft. Atkinson, Wisc 230 A, tokens for anyone desiring same. Send 20¢ and self-addressed stamped envelope (no personal checks please) to Midwest Transportation Token & Ticket Club, R.M. Butler, Secretary, 731 East 26th St., Minneapolis 4, Minnesota.

New Conn 35 J token at 10¢ each. Please remember stamped envelope. Will buy or trade. Will pay \$1.00 for Conn 345 A.

Morton H. Dawson - 285 Price Blvd. - West Hartford 10, Conn.

Have 4 Ohio 440 C; 5 Minn 820 B; 12 Minn 820 C - to sell at catalog prices or trade for tokens of same value, at catalogue prices.

John G. Nicolosi - 5646 Fountain Avenue - Hollywood 28, Calif.

Have these for swap or sale: Ark 435 (F); Iowa 930 B; Kans 480 (C); Md 60 (AHDOR); Mass

45 (A B); NY 75 A; 80 (A); 105 (A); 395 A; 410 (A); 575 A; 695 (A); 690 A; 780 C; Ohio 175 (P);

535 (B); 440 (B); 440 (E); Penna 70 (A); 725 (E); 750 (A); 970 (A); 515 A; Tenn 375 A B C D; Wisc

500 B. Will send my want-list upon request.

Felton (Snuffy) Smith - 128 Redfield Place - Syracuse 10, N.Y.

England 515 A B C D - 4 pieces, \$1.00 postpaid Only 3 sets.

A.W. Allen (AVA 89, STTC 31) - 1423 Harrison Street - Davenport, Iowa

New York City: Comprehensive or Eastside Omnibus tokens. Set of 3 different 75¢ per set. C.O. in brass, steel, and bronze-plated steel. E.S. in white metal, steel, and copper-plated steel. No plain steels sold separately. Plated steels either company 30¢ each. Two varieties WM E.S. or the brass C.O. - 25¢ each. Consider trades for sets.

Donald B. Johns - 1111 Boylston Avenue - Seattle 1, Wash.

RESULTS OF CHECK LIST COMMITTEE QUESTIONNAIRE

Following is the list of questions submitted to the members of the New Check List Committee in the form of a questionnaire. Following each question the vote of the committee is given. At the end of the list are Mr. Kimmons' comments.

1. Should the List be mimeographed on 20 lb. bond paper? 9 yes. 0 no.
2. Should the pages be same size as those now used in The Fare Box? 9 yes. 0 no.
3. Should obverse and reverse be on the same line? 5 yes. 4 no. OR
4. Should reverse be placed under obverse and indented 2 spaces? 6 yes. 1 no.
5. Should reverses be abbreviated? 1 yes. 8 no.
6. Should we leave at least 7 lines between cities? 7 yes. 2 no.
7. Should amusement park tokens be so labeled? 9 yes. 0 no.
8. Should tokens never placed in use be so labeled? 8 yes. 1 no.
9. Should advance subscriptions be solicited? 9 yes. 0 no.
10. What price? 8 suggested \$3.00; 1 suggested \$3.50.
11. Should tokens be regrouped in chronological order and with similar legends together? 8 yes. 1 no.
12. If no, what is your suggestion? The dissenter said to leave as is.
13. Should contributors to purchase of new mimeograph machine have their names listed in the forward of the new list? 5 yes. 2 no. 2 abstained.

There was an incidental query on question 1 which asked what type of paper should be used if not 20 lb. bond, and one member suggested "at least 25% rag content. To question 3 two members voted yes provided space was left between obverse and reverse; if not they favored no. 4. To question 6, two members stated there was no need for 7 lines between some obsolete cities, but as many as 10 spaces should be left between such cities as New York, Philadelphia, etc. In this respect the Committee would like to point out that the recommended 7 spaces between cities is not so much because of a likelihood that there may be additions to some cities that no longer use street transportation, as there is that a city that may suddenly decide to use such a method and the code would come between these obsolete cities. Thus with at least 7 spaces in between, a member would have room to insert the addition,

Leppert Bus Lines operate in Columbus, Peru, Bloomington, and Jeffersonville, Ind., using identical buses, tokens, and rates in all four. Head office is in Columbus.

REPORT OF THE NEW CHECK LIST COMMITTEE

For the past two years the members of the A V A and other collectors of transportation tokens have expressed their desire and wishes for a new up-to-date and corrected list of all U.S. transportation tokens. Many letters have been exchanged among members suggesting practically every conceivable way of preparing a new check list.

At our national convention held in Kansas City on August 18 and 19 of this year, you, as President of the A V A appointed a committee of 9 members who were to act as a team to obtain bids for the printing of a new Check List; to work as an advisory board with the compiler of the original list; to correlate the sentiments of the membership of the A V A and in other ways to supervise the production of a new list.

This committee immediately started on its project by going over the present list from cover to cover. With the kind and understanding assistance of other A V A members, we made lists of errors and corrections to be made and forwarded these to Mr. Roland C. Atwood. The lists of errors, and we think it permissible to mention here that the errors discovered in the present list were those made by a publisher to whom Mr. Atwood entrusted the work of many years. We feel that most of them were due to faulty proof-reading. These lists of errors enabled Mr. Atwood to revise each state and bring us an up-to-date check list.

The members of the committee obtained bids from printers in their respective cities, both for printing and lithographing work and some even went as far as obtaining bids for mimeographing process also. In checking the bids received, we found that any type of the three processes mentioned above would run from \$15 to \$20 per double page. The lowest bid we received was in the sum of \$1,200.00 which was for a mimeographed list very similar to the present list, on the smaller sized sheet. We feel that the high cost of labor is the necessitant factor in the high bids we obtained.

Mr. John M. Coffee, Jr., Editor of The Fare Box, has made a most magnanimous offer to the members of the A V A and such a generous offer, we feel, deserves the wholehearted thanks of the entire collecting fraternity. Mr. Coffee has offered to cut the stencils for the entire job and run them off on the new mimeograph machine as a contribution to the members of the A V A. Mr. Coffee estimates that it will be necessary to purchase approximately four or five hundred stencils @ 10¢; paper will cost approximately \$200; cost of ink and postage for mailing and incidentals will be comparatively insignificant.

After much correspondence between the members of the committee and others in which was discussed the various methods, the format and the sections of the proposals voted on by the convention, it was decided that a questionnaire should be mailed to each member of the committee with spaces for a "yes" or "no" answer and space also for any personal comments. In all there were 13 questions asked which we thought would cover everything pertinent to the question. These questionnaires have all been received by the chairman and are herewith submitted to you with the suggestion that you, as President of the A V A, inform Mr. Coffee that he is to begin work immediately or as soon as conveniently possible, on the new Check List. Also submitted herewith are the results of the vote on the questions appearing on the questionnaire.

We believe that most of the members are familiar with the generosity displayed by one of our newer members, but if not we would like to bring it to their attention. Mr. Frank Guernsey, AVA 102, of Portland, Oregon, has donated \$100 toward the fund that will be necessary to get things rolling. The committee feels that while Mr. Guernsey deserves the sincere thanks of the AVA for his contribution, it should be considered in the nature of a loan and just as soon as is possible after the new check list is made available to subscribers and the costs of the project have been collected, the proceeds of all sales of the check list thereafter shall be returned to Mr. Guernsey until this loan has been paid back. We respectfully request that a letter be sent to Mr. Guernsey thanking him for his sincerity and telling him of our decision.

Several members of this committee, including the chairman, have suggested that the Check List "Syndicate" be reimbursed for that part of the money still due from a fund they set up to purchase the copyright of the old list and thus make the new list possible. Your chairman has received a letter from Mr. Max M. Schwartz which is herewith enclosed, in which Mr. Schwartz who was given power of attorney by the Syndicate states, "I have had suggestions from a number of people to the effect that the charge should be a certain amount, \$1.00 of which should be paid back to the Syndicate that bought the Check List. I am about to wind up the Syndicate and I can tell you that each member has now received back \$40.00 out of \$50.00 invested. So if any such suggestions are made to you, please tell them that I said on behalf of the Syndicate to forget about it." We of the check list committee think this a most friendly gesture on the part of the "Syndicate" and we earnestly request that each member of said Syndicate be presented with a complimentary copy of the new list.

The Check List committee fully realizes that it would be practically impossible to publish a list that would please each individual member, but the committee feels that it has done the best it could and hope that it will meet the approval of the entire membership.

A copy of this letter is being sent to Mr. Coffee with a request that the entire record be printed in a forthcoming issue of The Fare Box along with a copy of the questionnaire and the result of the voting, so that the entire membership can be made conversant with what was done.

The Check List Committee feels that they have accomplished the purpose for which it was appointed and respectfully request that it be dismissed.

Respectfully submitted,

Eroy L. Kimmons (chairman)
Roland C. Atwood
Robert M. Butler
John M. Coffee, Jr.
Ralph Freiberg
R. K. Frisbee
Donald B. Johns
Max M. Schwartz
Chris J. Cook (alternate for Levy)

Mr. Frank Greene reports that in Louisville, Ky., the fare is 10¢ for one continuous ride, but a transfer calls for a 15¢ fare or they will sell two tokens for 25¢, which entitle the user to a transfer. The tokens are the ones previously used.

New Albany, Indiana 680 B and C are used on the buses from New Albany to Louisville (the New Albany & Louisville Electric Railroad Corp., Ind.) and now sell 2 for 25¢. I have a supply of 680 B and C and will send them for a stamped envelope and 15¢ for one or 2 for 25¢.

Frank C. Greene - 900 East 9th Street - Kansas City 6, Missouri

1952 OFFICERS OF THE AMERICAN VECTURIST ASSOCIATION

President.....Eroy L. Kimmons, of Austin
Vice President.....R.K. Frisbee, of Denver
Secretary.....Quincy A. Laflin, of St. Paul
Treasurer.....Thomas F. Williamson, of Syracuse
Curator.....William L. Black, of McKeesport

This will be Mr. Black's second term and Mr. Williamson's fourth term in office.

Supplement to the National Check & Premium ListBy Roland C. AtwoodCOLORADO

Fort Collins 340 (reported by R. K. Frisbee)
 • E WM 16 Ct-sc Bussard Bus Lines \$0.10
 Fort Collins, Colo.

MASSACHUSETTS

Boston 115 (reported by J. M. Coffee, Jr.)
 N B 20 Sd Metropolitan Transit Authority One Fare .15
 (same as obverse)
 Springfield 760 (reported by Ralph Winant)
 E WM 16 S-sc Springfield Street Railway Co. .15
 Good For One Fare (bronze-plated)
 F B 16 S-sc Springfield Street Railway Co. .15
 Good For One Fare (bronze-plated)

OKLAHOMA

Guthrie 380 (reported by John G. Nicolosi)
 B Fo 38 Sd City Bus Phone 376 Good For One Ride Adult .15
 (blank)

PENNSYLVANIA

Upper Darby 935 (reported by Albert Field)
 B WM 20 Bar P.S.T. Co. Red Arrow Line P.S.T. Co. (arrow) .10
 Good For One Zone Fare P.S.T. Co. (arrow)

WISCONSIN

Antigo 20 (reported by Max M. Schwartz)
 B WM 23 Bar Land o' Lakes Bus Co. (bus) .15
 Good For One School Fare (bus)

CANADA - QUEBEC

Hull 345 (reported by (F) R.C.A., and (G) Basil Brandon)
 F o A 32 Sd Laval - Taxi - Taxi - Hull Sher. 291 292 1.00
 City Limits One Stop 50¢
 G B 16 H Transport Urban de Hull .10
 Bon Pour Un Passage

MEXICO - CHIHUAHUA

Avalos 50 (reported by Max M. Schwartz)
 B B 18 Bar Coop. Cons. Secc. 10 Contrasena 20¢ Avalos, Chic. .25
 Bueno Por Un Pasaje Transportes (bus)

HONDURAS

Tegucigalpa 800 (reported by Max M. Schwartz)
 C B 32 Sd Honduras Rail Road 1.50

ENGLAND

Ipswich 370 (reported by Eroy L. Kimmons)
 H Pw 22 Sd Ipswich Corporation Tramways (arms) .20
 1d.
 Wigan 870 (reported by Eroy L. Kimmons)
 L Cb 22 Sd (arms) .20
 1d. (light blue)
 M Cp 25 Sd (arms) .20
 School 1d.

CORRECTIONS - Mexico 700 B is brass, not bronze; England 515 A B C D on reverse delete "employees token only." MO 860 C is Citizens St. R'y. Co. Springfield, Mo. One Fare / (streetcar). Add "(incuse letters)" to Pa 965 A.

A MESSAGE FROM THE PRESIDENT-ELECT

To my fellow vecturist, Greetings: I have just been notified by the Election Committee of the results of our past A.V.A. election of officers. Words fail to express my feeling of the overwhelming vote you gave me. I wish to take this means of thanking each of you, and I sincerely hope that I may make you the kind of President you want me to be.

For many years I have been a member of various fraternal and labor organizations. It is the custom of these organizations to elect its officers and in most cases to act as its executive board, doing the work of its membership. It is my intention to see that this is carried out during my term of office: all business transacted by the Executive Board shall be published in The Fare Box; the only exception will be where one member may file charges against another member. A complete biography of all new applicants for membership shall be printed one time in The Fare Box; if no objection is received within fifteen days after delivery of The Fare Box, said applicant shall be duly admitted to membership on vote of Executive Board.

If we are to maintain a large issue of The Fare Box, the Editor must have material. I know there is an interesting old story of some old transportation undertaking in your city or one near you; won't you write up that story? Also your biography. In order that The Fare Box shall have more coverage I am suggesting to the Executive Board that various members in various parts of the U.S. and a member of each club be appointed to serve as Associate Editors. It will be their duties to gather as much news each month of new issues, changes in fare, and any other items that will be of interest, as may be possible. It is requested that the Editor set a deadline for receiving this news, in order that The Fare Box may be mailed out on a given date. The Editor will publish any article that you send in, provided you sign your name to each article.

Our Constitution and By Laws need revising very badly. I shall suggest to the Executive Board that a committee of three be appointed to draw up a new set of By Laws and amendments. Men who have had experience in this sort of work will be suggested, and each member having any suggestions is requested to contact one of these members. These new rules and amendments shall be presented and voted upon at our 1952 Convention.

I believe every member of the A.V.A. will agree that during the past two years or more, we have had many new issues reported which turned out to be errors. It is my intention to appoint two members who shall be known as Assistant New Issues Editors. One member will take care of all states east of the Mississippi; the other will take care of states West of the Mississippi. It will be their duty to work with Mr. Atwood who shall remain New Issues Editor, and each plated token reported shall be verified by issuing company before it is reported to The Fare Box by Mr. Atwood. This may take a little time, but at least we shall have an authentic token and not another error.

I earnestly request that any member who has any suggestions for the betterment of this organization, write and let me know what it is. The Executive Board and I will do our utmost to make this a more friendly and understanding fraternity.

I want to wish each of you a most joyous Christmas, and may the New Year bring you health, wealth, and happiness, and a lot of 'rare' items to your collections.

Fraternally yours,

EROY L. KIMMONS

Tokens of the Allentown & Reading Transit Co. and the Auch Interborough Transit are now obsolete, reports Charles Houser.

Check List of Foreign Transportation TokensBy Roland C. AtwoodSWEDEN (continued)

Gefle 200 (continued)

R o K	0v Sd	Gefle Angslups Bolag (stamped 30)	\$2.50
		C.C. Sporrang & Co. Stockholm (in oval)	
S o Z	0v Sd	Gefle Angslups Bolag (stamped 25)	2.50
		C.C. Sporrang & Co. Stockholm (in oval)	
T o K	30 Sd	Angslups Bolaget Linnaea (ferry) (1872)	2.50
		(blank)	
U o B	30 Sd	Angslups Bolaget Linnaea (ferry) (1872)	2.50
		(blank)	
V o Z	30 Sd	Angslups Bolaget Linnaea (ferry) (1872)	2.50
		(blank)	
W o K	30 Sd	Angslups Bolaget Linnaea (ferry) (1872)	2.50
		(blank)(clipped)	
X o B	30 Sd	Angslups Bolaget Linnaea (ferry) (1872)	2.50
		(blank)(clipped)	
Y o Z	30 Sd	Angslups Bolaget Linnaea (ferry) (1872)	2.50
		(blank)(clipped)	
Z o B	30 Sd	Ran 35 (incuse) (1878)	2.00
		(blank)(Gefle to Stockholm)	
AA o B	30 Sd	Ran 30 (incuse) (1878)	2.00
		(blank)(sides clipped)(Gefle to Stockholm)	
AB o B	30 Sd	Ran (incuse) (1878)	2.00
		(blank)(bottom clipped)(Gefle to Stockholm)	
AC o B	30 Sd	Ran (incuse) (1878)	2.00
		(blank)(top clipped)(Gefle to Stockholm)	
AD o S	0b Sd	G D J 2k	2.50
		(blank)(Gefle Dala Jernvag Ry.)	
AE o S	0b Sd	G D J 1k	2.00
		(blank)	
AF o WM	20 Sd	Gefle Norrlandet Bonan 25 Ore	.50
		Passagerare Polett Sv.Ol.Morrel	
AG o WM	23 Sd	Gefle Norrlandet Bonan 40 Ore	.75
		Passagerare Polett Sv.Ol.Morrel	
AH	B 26 Sd	Gefle Stads Sparvagar Ore 15 Ore	.20
		C.C. Sporrang & Co. Stockholm (in circle)	
AI	B 26 Ch	Gefle Stads Sparvagar Ore 15 Ore	.20
		C.C. Sporrang & Co. Stockholm (in circle)	
AJ	WM 19 St-sc	Gefle Stads Sparvagar Ore 15 Ore	.20
		C.C. Sporrang & Co. Stockholm (in circle)	
AK	B 26 Sq-sc	Gefle Stads Sparvagar Ore 15 Ore	.20
		C.C. Sporrang & Co. Stockholm (in circle)	
AL	WM 19 St-sc	Gefle Stads Sparvagar Ore 10 Ore	.20
		(blank)	
AM	Bz 24 Sq-sc	Gefle Stads Sparvagar	.20
		C.C. Sporrang & Co. Stockholm (in circle)	
AN	A 23 Ch	Gefle Stads Sparvagar	.20
		C.C. Sporrang & Co. Stockholm (in circle)	
AO o Z	39 pc	D G J	2.00
		(blank)	
AP	WM 20 Sq-sc	Gefle Stads Sparvagar	.20
		(blank)	

GOTHENBURG 300

A o B	sq Sd	1 Sta. (A thru K all 1861)	3.50
		1 Sta	
B o B	sq Sd	1 Sta. 15	3.50
		1 Sta	
C o B	27 Sd	2 Dra	3.50
		1 Sta	

Gothenborg 300	(continued)	
D o B ob Sd	3 Dje	3.50
	1 Sta	
E o B ob Sd	3 Dje 15	3.50
	1 Sta	
F o B ob Sd	3 Dje 55	3.50
	1 Sta	
G o B ob Sd	3 Dje 6	3.50
	1 Sta	
H o B ob Sd	3 Dje 6	3.50
	1 Sta	
I o Z 25 Sd	3 Dje	3.50
	1 Sta	
J o Z Ob Sd	3 Dje	3.50
	1 Sta	
K o B ob Sd	3 Dje 5	3.50
	1 Sta	
L o B Sc Sd	Goteborgs Angslups Aktie-Bolag 5 Ore	2.50
	(blank)	
M o B Sc Sd	Goteborgs Angslups Aktie-Bolag 5 Ore (6 over stamped)	2.50
	(blank)	
N o B Sc Sd	Goteborgs Angslups Aktie-Bolag 6 Ore	2.50
	(blank)	
O o B Sc Sd	Goteborgs Angslups Aktie-Bolag 6 Ore	2.50
	C.C. Sporrang & Co. Stockholm (in oval)	
P o B Sc Sd	Goteborgs Angslups Aktie-Bolag 6 Ore (5 over stamped)	2.50
	(blank)	
Q o B ov Sd	Goteborgs Angslups Aktie-Bolag 10 Ore	2.50
	(blank)	
R o B ov Sd	Goteborgs Angslups Aktie-Bolag 10	2.00
	C.C. Sporrang (in oval) & Co. Stockholm	
S o B ov Sd	Goteborgs Angslups Aktie-Bolag 10	2.00
	C.C. Sporrang (in circle) & Co. Stockholm	
T o B sq Sd	Goteborgs Angslups Aktie-Bolag 12 Ore	2.50
	(blank)	
U o B Sc Sd	Goteborgs Angslups Aktie-Bolag 15 Ore	2.50
	(blank)	
V o B Sc Sd	Goteborgs Angslups Aktie-Bolag 15 (12 over stamped)	2.50
	(blank)	
W o B sq Sd	Goteborgs Angslups Aktie-Bolag 12 (15 over stamped)	2.50
	C.C. Sporrang (in oval) & Co. Stockholm	
X o B ob Sd	Goteborgs Angslups Aktie-Bolag 20	2.50
	(blank)	
Y o B ob Sd	Goteborgs Angslups Aktie-Bolag 20	2.50
	C.C. Sporrang (in oval) & Co. Stockholm	
Z o B ob Sd	Goteborgs Angslups Aktie-Bolag 20 (40 over stamped)	2.50
	(blank)	
AA o B ob Sd	Goteborgs Angslups Aktie-Bolag 25	2.50
	(blank)	
AB o B ob Sd	Goteborgs Angslups Aktie-Bolag 25	2.50
	C.C. Sporrang (in oval) & Co. Stockholm	
AC o B 30 Sd	Goteborgs Angslups Aktie-Bolag 25	2.50
	(blank)	
AD o B 23 Sd	Goteborgs Angslups Aktie-Bolag 30	2.50
	(blank)	
AE o B 30 Sd	Goteborgs Angslups Aktie-Bolag 40	2.50
	(blank)	
AF o B 30 Sd	Goteborgs Angslups Aktie-Bolag 40	2.50
	C.C. Sporrang (in oval) & Co. Stockholm	
AG o B 30 Sd	Goteborgs Angslups Aktie-Bolag 25 (40 over stamped)	2.50
	(blank)	
AH o B oc Sd	Goteborgs Angslups Aktie-Bolag 50	2.50
	(blank)	

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